

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 1 MAY 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	Ms Nafisa Nishandar

Visitors

Nil

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

to be held on Tuesday 1 May 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 3 April 2018

2.2 Declaration of Pecuniary and Conflicts of Interest

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5.0 MATTERS FOR NOTATION

5.1 Jacksons Road, Warriewood – Upcoming works. Major culvert replacement.

NEXT MEETING Tuesday 5 June 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 3 APRIL 2018

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 3 April 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 4.1 192 AVALON TO STOKES POINT (LOOP SERVICE) BUS SERVICE, AVALON BEACH - NO PARKING AND NO STOPPING RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2018/181431

ATTACHMENTS

- 1 Riverview Road, Cabarita Road and Patrick Street - Plan
- 2 Riverview Road, Cabarita Road and Patrick Street - Table of Consultation
- 3 Riverview Road, Cabarita Road and Patrick Street - Site Photographs

GEOCODES: -33.628575, 151.317061; -33.616932, 151.316801; -33.616260, 151.317820; -33.620263, 151.318473

REPORT

BACKGROUND

Council has received concerns from local residents and State Transit Authority (STA) regarding vehicles parking on both sides of the road along the 192 Avalon to Stokes Point (Loop Service) which affects the bus service and access for larger vehicles such as emergency services, construction trucks and delivery vehicles.

LOCATION

- The roads along the 192 Avalon to Stokes Point (Loop Service) under review involve sections of Riverview Road and Cabarita Road in Clareville and Patrick Street in Avalon Beach.
- All locations being considered are collector roads with a 50km/h speed limit and are narrow or have restricted sight distances. The section of Riverview Road between Shore Brace and Stokes Point is particularly narrow, with a general road width of approximately 5m; however, the sealed pavement width varies between 4-4.6m.
- Parking is generally unrestricted along these roads except for the bend at the northern end of Stokes Point where 'No Stopping' signs have been installed; areas where parking is prohibited within 3m of the double separation lines; the statutory 'No Stopping' 20m before and 10m after a bus stop; and 'No Stopping' 10m from an intersection.

ISSUES

- The STA has reported difficulties along the 192 Avalon to Stokes Point (Loop Service), where the road is narrow and vehicles park on both sides of the road. The bus service provides an alternative to motor vehicle usage and is an important public service to those who are unable to drive.
- The STA has also advised that previously a mobile supervisor was available to assist buses caught in these areas; however, they are no longer available to respond to these matters as they occur due to reduced resources following the recent STA restructure.
- Vehicles parked on narrow sections of road, on bends where traffic sight distances are restricted and on the approaches to bus stops affect bus accessibility and create a potential traffic hazard to road users by restricting the road width for through traffic. The STA has identified a number of locations along Riverview Road and Cabarita Road in Clareville and in Patrick Street, Avalon Beach where bus drivers have reported difficulties along the bus route.
- According to the Road Rules the driver must position the vehicle so there is at least 3m of the road alongside the vehicle that is clear for other vehicles to pass unless otherwise indicated by

a parking control sign; however, the minimum desirable lane width for bus routes is 3.2m. The narrow road width in the section of Riverview Road does not legally permit parking on both sides of the road and must also cater for pedestrians who use the road.

- Council has reviewed these areas and proposed measures to improve access, safety and prevent parking during the operation hours of the 192 Avalon to Stokes Point (Loop Service). The original proposal includes installing 'Bus Zone' restrictions to ensure bus stop accessibility during the operating hours of the service; 'No Parking 6:00am-8:30pm Mon-Fri' and 'No Parking 8:00am-6:30pm Sat-Sun' restrictions on one side of the road to maintain sufficient traffic lane width; and 'No Stopping' restrictions at certain locations to prevent parking and improve sight distances near intersections.
- The proposed restrictions in Riverview Road are located on the western side, which is the direction of the bus travel route. The only exception is the section from opposite driveway No.187 (east side) to driveway No.180A where the unsealed shoulder is wider and where parking already occurs. Alternating the parking onto the western side will allow six car park spaces to be retained.
- Overnight parking would be available in the proposed 'No Parking' areas after the last bus service of the day as long as the vehicle is moved from the area before the first bus service of the following day.
- The proposal acts to regulate parking on one side of the road as random and haphazard parking creates blockages and restricts access especially for the buses and larger vehicles.
- It is considered reasonable that the proposed measures be granted to maintain regular bus services for the public and improve safety and access along the bus route.

CONSULTATION

- Council has liaised with the STA and has sent out consultation letters to 128 properties. A letter was also sent to the Clareville and Bilgola Plateau Residents Association (CABPRA) who have indicated that they support the recommendations in principle.
- A total of 30 submissions were received with 19 responses supporting the proposal and 11 objections.
- There is overall support for the proposals in Riverview Road; however, respondents to the proposals in Cabarita Road and Patrick Street are divided. All residents acknowledge the problems in their streets but raised concerns regarding the loss of on-street parking and the restrictive hours for overnight parking.
- Council has further reviewed the comments regarding the 'No Parking' restrictions and has decided to amend the original proposal for 'No Parking 6:00am-8:30pm Mon-Fri' and 'No Parking 8:00am-6:30pm Sat-Sun' restrictions to 'No Parking 7:00am-5:00pm Everyday' to facilitate overnight parking and to improve safety and traffic flow during the day.
- Council received a total of 10 responses regarding the proposal in Cabarita Road with 5 indications of support and 5 objections. All objections received were from residents located on the eastern side of Cabarita Road between No.s18 and 28. In addition to the general issues these residents expressed a desire to park directly in front of their properties. Restrictions were proposed on the eastern side of the road where the bus stop is located to minimise the overall loss of on-street parking and improve bus accessibility. Council could alternate the parking restrictions to the western side of the road to enable parking on the eastern side between the driveways of No.s 16 to 26 which would act to slow approaching vehicle speeds instead of providing a straight travel path. Restricting parking on the inside of the curve would improve traffic sight distances at this location; however, the changes would result in the further loss of 3 car park spaces in the area.
- Some residents have requested that Council permit parking on the kerb (high side) to enable parking on both sides of the road and that the section of Riverview Road and Cabarita Road between Shore Brace be made one way clockwise. The Road Rules do not permit a driver to park on a nature strip in a built-up area and Council's Rangers enforce this Rule where there is a kerb or gutter. The road width is approximately 6m wide and parking on both sides of the road

would further reduce traffic sight distances on the curve. Council have no plans to change the traffic flow to one way.

- A suggestion to redirect the bus route along Shore Brace has been forwarded to the STA for consideration; however, it is noted that No.28 Cabarita Road is an over 55s development which is located in close proximity to the existing bus stop. STA has raised concerns regarding the blind curve at the top of the hill in Shore Brace where buses would have to cross onto the wrong side of the road if they were to be redirected. STA has however advised that a convex mirror located at the apex of the hill would allow buses to check oncoming traffic. With respect to a suggestion to use a mini-bus for the route STA has indicated that a mini-bus may not be sufficient to cater for the 192 afternoon service which starts at Avalon Primary School.
- Council received a total of 8 responses regarding the proposal in Patrick Road with 4 indications of support and 4 objections. The Barrenjoey Swim School is located at No.53 Patrick Street and operates between 7:30am-6:30pm Monday to Friday. Patrick Street has a road width of 7.5m which generally allows for parking on both sides of the road; however, the majority of parking complaints in this street relate to inappropriate parking from users of the Swim School. Concerns were raised that any proposed changes would only relocate the problem to surrounding streets and that the bus route should be redirected onto George Street which is wider with a minimum 8m width between kerbs and lower parking demand. This section of Patrick Street has a higher demand for on-street parking due to the location of the Swim School and restrictions would act to redistribute parking to nearby areas rather than concentrating the problem disrupting the bus service. However, Council has decided not to proceed with further proposals in Patrick Road at this stage and that the suggestion to redirect the bus route be forwarded to the STA for consideration.
- The STA has further investigated a redirection of the bus service along George Street and has indicated that this route is preferable to using Patrick Street as there is less likelihood that services would be interrupted. A redirection of the bus service would require consultation and the relocation of 3 existing bus stops to the new George Street route.

RECOMMENDATION TO TRAFFIC COMMITTEE

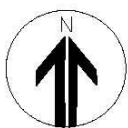
That the Traffic Committee supports the following changes along the 192 Avalon to Stokes Point (Loop Service) to improve bus stop accessibility and safety on the route:

- A. Proposed 'Bus Zone' restrictions at the following locations:
 - Riverview Road from driveways No.s 7 to 21
 - Riverview Road from driveway No.175 to intersection with Shore Brace
 - Riverview Road from driveways No.s 193 to 197
 - Cabarita Road from driveways No.s 26 to 32
 - Cabarita Road from driveway No.88 eastwards for 35m
 - B. Proposed 'No Parking 7:00am-5:00pm Everyday' restrictions at the following locations:
 - Riverview Road from driveways No.s 1 to 7
 - Riverview Road from intersection with Shore Brace to driveway No.187
 - Riverview Road from opposite driveway No.187 (east side) to driveway No.180A
 - Riverview Road from driveway No.197 to existing No Stopping (outside No.211 Riverview Road)
 - Riverview Road from driveway No.192 to existing No Stopping (outside No.194 Riverview Road)
 - Cabarita Road from driveways No.s 4 to 16
 - Cabarita Road from opposite driveway No.16 (west side) to opposite driveway No.26 (west side)
 - Cabarita Road from opposite driveway No.47 (east side) to driveway No.88
 - C. Proposed 'No Stopping' restrictions at the following locations:
 - Statutory 10m at the north-east corner of Riverview Road and The Appian Way (yellow line)
 - Statutory 10m from the intersection with Riverview Road in The Appian Way (yellow line)
 - Extend 'No Stopping' restrictions from 12m north of driveway No.10 Riverview Road to the intersection with The Appian Way (yellow line)
-



PROPOSAL

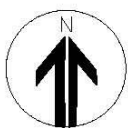
RIVERVIEW ROAD, AVALON BEACH
'BUS ZONES' & 'NO PARKING 7AM-5PM EVERYDAY' RESTRICTIONS
SHEET 1 OF 3

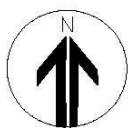




PROPOSAL

RIVERVIEW ROAD & CABARITA ROAD, AVALON BEACH
'BUS ZONES' & 'NO PARKING 7AM-5PM EVERYDAY' RESTRICTIONS
SHEET 2 OF 3





PROPOSAL

CABARITA ROAD, AVALON BEACH
'BUS ZONES' & 'NO PARKING 7AM-5PM EVERYDAY' RESTRICTIONS
SHEET 3 OF 3



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council

Drawn RK

Approved *P. Dean* ISM No.

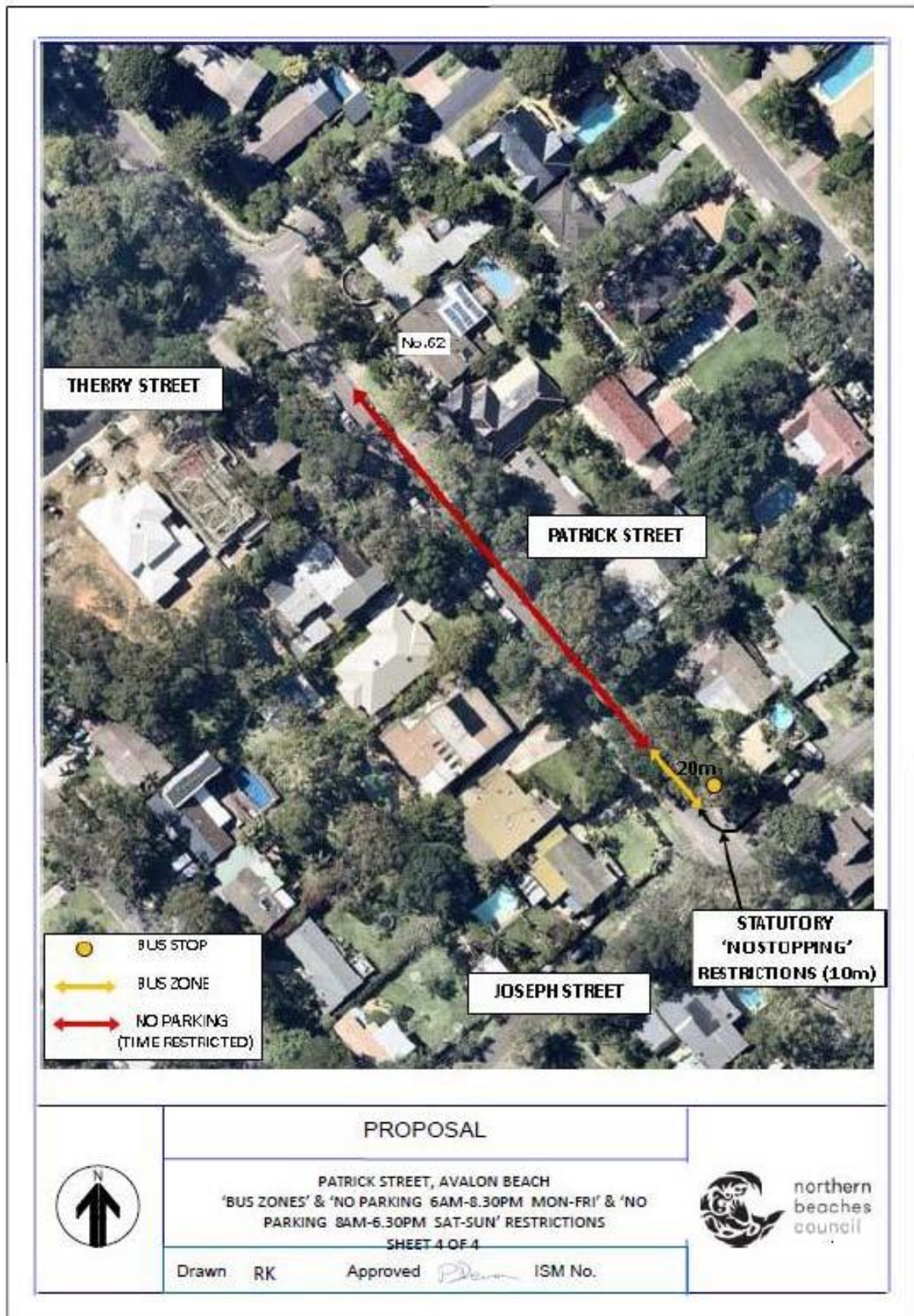


Table of Consultation

	Riverview Road	Cabarita Road	Shore Brace	Patrick Street
Properties Consulted	61	53	2	12
Responses Received	10	10	2	8
Support	8	5	2	4
Do Not Support	2	5		4

Issue	Resident Comment	Council Response
Proposed restrictions in Riverview Road between Hudson Parade and The Appian Way	- Agrees with restrictions on the western side as road isn't wide enough to allow parking on both sides. Suggests a smaller minibus to service the narrow, winding streets in the area	- The proposed parking restrictions will improve bus stop accessibility and sight distances to oncoming vehicles which are aggravated by the curve in the road. The STA is responsible for the operations of buses in Sydney, and this suggestion has been forwarded to the STA for consideration
Parking in Riverview Road	- Vehicles often park on both sides of the road near building sites making it difficult for through traffic	- The proposed parking restrictions on 1 side during the bus operation hours will improve access by providing a wider traffic lane for both buses and larger vehicles
Proposed 'No Parking' restrictions (during bus operation hours) on Riverview Road from opposite driveway No.187 (east side) to driveway No.180A	- Parking restrictions should include the western shoulder along this section of road	- Restricting parking on the east side will still provide sufficient lane width for through traffic and parking can be retained on the west side due to the wider shoulder. This will retain 6 spaces where parking currently occurs
Abandoned trailers/boats/caravans.	- Trailers/boats/caravans do not belong to local residents and are left on roads for months affecting access and on-street parking for residents	- Abandoned trailers/boats/caravans should be reported to Council's Ranger for removal if they have not moved for at least 28 days.
Parking near building sites	- Construction vehicles and trades must attend properties and should be considered as part of any proposal	- It is not possible to park safely on both sides of the road due to the narrow road width. Construction/trades vehicles will need to park according to the proposed restrictions or on the private property. Work Zones or temporary changes to parking restrictions may be considered for longer term construction sites
Proposed 'No Parking' restrictions (during bus operation hours) on Cabarita Road between driveways No.4 to 26	- Most residents have multiple cars and limited off street parking. Consider No Parking on high side, and one way system.	- The proposed restrictions on the eastern side of the road where the bus stop is located, minimises the overall loss of on-street parking and improves bus accessibility. Council has no plans to change the traffic flow to one way, however due to a desire from residents to park in front of their properties, Council will alternate the parking restrictions to the western side of the road, to enable parking on the eastern side parking between the driveways of No.16 to 26, which will act to slow approaching vehicle speeds instead of providing a straight travel path. The Road Rules do not permit a driver to park on a nature strip, and Rangers enforce this Rule where there is a kerb or gutter.

Issue	Resident Comment	Council Response
Proposed 'No Parking' restrictions (during bus operation hours) on Cabarita Road between driveways No.4 to 26	- Suggests redirecting bus route around Shore Brace	- Suggestion to redirect bus route has been forwarded to the STA for consideration
Proposed 'No Parking' restrictions (during bus operation hours) on Patrick Street (east side), from driveway No.62 to 30m north of the Patrick Street/Joseph Street intersection	<p>- Vehicles parked on both sides often have their mirrors side swiped from buses and larger vehicles, and buses frequently need to be assisted through the narrow road. The proposed restrictions will address this issues and help with current difficulties exiting/exiting our driveway</p> <p>- The proposed changes would only relocate the problem to surrounding streets</p> <p>- Residents have a right to park in front of their own property. Concerns with loss of parking for residents, visitors, deliveries and services</p> <p>- Suggests redirecting bus route to travel along George Street</p>	<p>- The parking restrictions on the east side of the road would provide a clear traffic lane and access for buses and larger vehicles, as well as improve driveway access where vehicles park opposite driveways.</p> <p>- This section of Patrick Street has a higher demand for onstreet parking due to the location of the Swim School. Any existing parking demands would be re-distributed to nearby areas rather than concentrating the problem disrupting the bus service</p> <p>- Parking for private vehicles remains the responsibility of the property owners, and Council has applied parking restrictions in other areas to facilitate access for bus and garbage collection services, or for safety reasons. Residents will still be able to park at this location outside the restricted hours. It is proposed that the restrictions be changed to apply 7am-5pm Everyday, to facilitate overnight parking</p> <p>- 'No Parking' signs allows the driver to dropoff/pickup passengers or goods within 2 minutes, as long as the vehicle is not left unattended</p> <p>- Suggestion to redirect bus route has been forwarded to the STA for consideration</p>



Riverview Road (near The Appian Way) looking south towards Hudson Parade



Riverview Road looking south towards Shore Brace



Cabarita Road looking south towards Shore Brace



Patrick Street looking south towards Joseph Street

ITEM 4.2	PRINCE ALFRED PARADE, NEWPORT - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2018/216549
ATTACHMENTS	1 Prince Alfred Parade - Plan 2 Prince Alfred Parade - Table of Consultation

GEOCODES: -33.651385, 151.305239

REPORT

BACKGROUND

Council has received a request from a local resident regarding a traffic safety issue when vehicles are parked closer than 3m to the double centerline along Prince Alfred Parade between No. 2 Prince Alfred Parade and No. 56 Prince Alfred Parade, Newport. The illegally parked vehicles are causing cars to take risks by driving over the double centerline when maneuvering around the parked cars endangering traffic driving in the opposite direction, particularly around the bend, between No. 28 Prince Alfred Parade and No. 38 Prince Alfred Parade, Newport.

LOCATION

- Prince Alfred Parade is a local road with a 50km/h speed limit.
- The section of the road under consideration has a variable pavement width between 7.5m and 8m.
- Prince Alfred Parade provides a primary connection for traffic linking Clareville and Newport.
- There is a bend near property No. 34 Prince Alfred Parade with double separation lines.
- A few local businesses, including the Royal Motor Yacht Club and a Boat dealer, are located at No. 46 Prince Alfred Parade which increases the parking demand during weekends at this location.

ISSUES

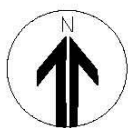
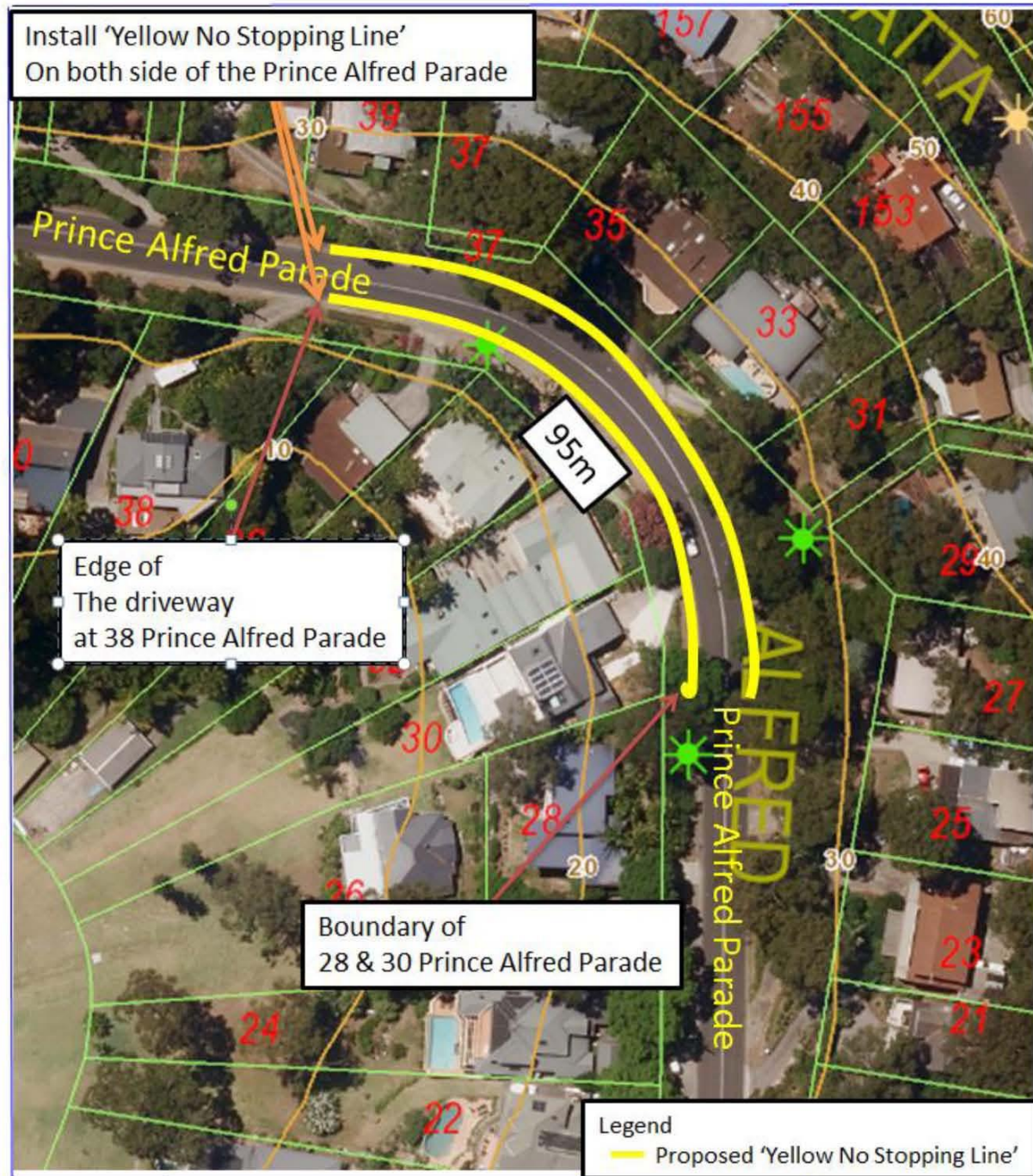
- Vehicles parked closer than 3m to the double centreline around the bend create a hazard to road users by restricting the road width for through traffic.
- There are a number of skewed driveways along the bend sections of Prince Alfred Parade and vehicles parked in this area cause difficulties for residents entering and exiting their properties.
- It is difficult for Rangers to enforce the 3m rule along Prince Alfred Parade because they cannot accurately determine how far cars are parked from the centreline. The 'No Stopping' yellow edge lines would therefore make it easier to enforce the parking restrictions.
- Council propose to reinforce the parking restrictions by installing 'No Stopping' yellow edge lines around the bend between the boundary of No.s 28 and 30 Prince Alfred Avenue and the edge of the driveway at No. 38 Prince Alfred Avenue, Newport.

CONSULTATION

- A Resident survey letter was sent to 60 residents within approximately 50m radius of the proposed location.
- Council has received seven replies at the time of reporting and all replies supported the proposal.
- Six residents suggested the 'No Stopping Yellow Lines' should be extended from No. 2 to No. 56 Prince Alfred Parade.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Stopping' yellow edge lines on both sides of Prince Alfred Parade around the bend between the boundary of No.s 28 and 30 Prince Alfred Avenue and the edge of the driveway at No. 38 Prince Alfred Avenue, Newport.



PROPOSAL

Prince Alfred Parade, Newport
Parking Restriction

Drawn **SP** Approved *P. Deane* ISM No.



Table of Consultation

Properties Consulted	60
Responses Received	7
Support	7
Do Not Support	0

Issue	Resident Comment	Council Response
Vehicles parked closer than 3m to the double centreline around the bend create a hazard to road users by restricting the road width for through traffic.	Agrees with reinforcing around the bend as the illegally parked vehicles are causing cars to take risks by driving over the double centreline. Residents are also suggested to install 'No Stopping Yellow Lines' from 2 to 56 Prince Alfred Parade.	Proposed to install 'No Stopping Yellow Lines' on both sides of Prince Alfred Parade around the bend between the boundary of 28 and 30 Prince Alfred Avenue and the edge of the driveway at 38 Prince Alfred Avenue. This proposal make it easier for rangers to enforce the parking restrictions.

ITEM 4.3 RIVERHILL AVENUE, FORESTVILLE - NO PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2018/175954****ATTACHMENTS**
1 Riverhill Ave, Forestville - Plan
2 Riverhill Ave, Forestville - Table of Consultation**GEOCODES:** -33.7612412, 151.209941**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the difficulty they have driving through Riverhill Avenue, Forestville, especially at peak times. They have requested that parking be available only on one side of Riverhill Avenue.

Riverhill Avenue is a narrow 7.5m road and when cars are parking on both sides of the road it is very difficult for approaching vehicles to pass one another. Riverhill Avenue forms a key access route between Melwood Avenue for traffic heading towards the traffic signals on Forestville Avenue and Warringah Road.

There are approximately 19 to 20 parking spaces available on either side of Riverhill Avenue. Thus, banning parking on the northern side of Riverhill Avenue, opposite the even house numbers, would remove approximately the same number of parking spaces as banning parking on the southern side of the Riverhill Avenue, opposite the odd house numbers.

ISSUES

- On Riverhill Avenue there are minimal opportunities to pass approaching traffic at local driveways as cars park right up to edge of the driveways. This is causing considerable delay and frustration.
- Vehicles block the Riverhill and Melwood intersection because they park right up to and around the intersection.

CONSULTATION

Council sent 12 letters to all residents with access onto Riverhill Avenue and received nine replies.

Seven residents supported the proposal because parked vehicles were causing significant delays to traffic moving through Riverhill Avenue throughout the day. If both sides of Riverhill Avenue are parked out there is minimal opportunity for one vehicle to move out of the way to let an approaching vehicle pass. Two of the residents who support the 'No Parking' proposal also requested a resident parking restriction on the northside of Riverhill Avenue; however, this is not possible as the majority of residents in the street have offstreet parking and thus is not compliant with RMS Guidelines.

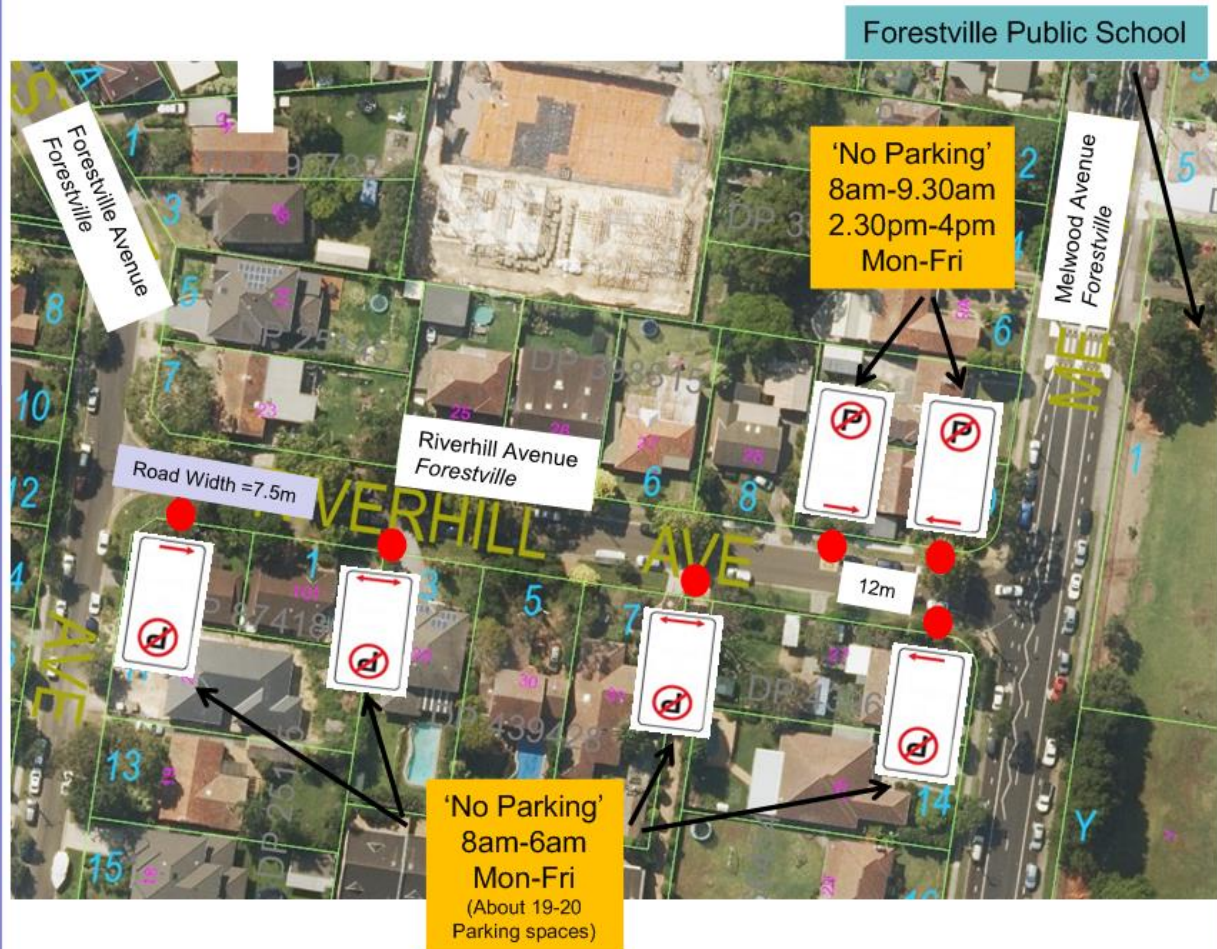
There is also considerable congestion around the Riverhill and Melwood intersection during the before and after school drop off and pick up time period with cars parked on both sides of the road right up to and around the intersection.

Two residents objected stating that removing parking would increase traffic speeds and that if approved they would prefer the 'No Parking' be time restricted and that the 'No Parking' should be on the northern side, not southern side of Riverhill Avenue, because the northern side is higher so there is better sight distance backing out of driveways.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of 'No Parking 8:00am-6:00pm Mon-Fri' on the southern side of Riverhill Avenue from Melwood Avenue to Forestville Avenue, Forestville.
 - B. The installation of 'No Parking 8:00am-9:30am, 2:30pm-4:00pm, Mon-Fri' on the northern side of Riverhill Avenue for 12m west of the 'No Stopping' yellow line on the corner of the Riverhill and Melwood Avenue, Forestville, intersection.
-



PROPOSAL

RIVERHILL AVENUE, FORESTVILLE NO PARKING

Drawn JG

Approved *P. Deane* ISM No.



Table of Consultation

Properties Consulted	12 residents on both sides of Riverhill Avenue
Responses Received	9
Support	7
Do Not Support	2

Issue	Resident Comment	Council Response
Traffic Congestion around the Riverhill/ Melwood Intersection	Supports banning parking on the southern side but wants parking time restrictions on the northern side as well particularly during school pick-up and drop-off times	Supports fulltime 'No Parking' on the southern side Supports banning parking on the northern side for 12m from the Melwood Ave to allow parents to drop-off and pick-up children and to improve accessibility to the intersection
Traffic Speeds	Does not support as it reduces parking supply and encourages traffic speeds	This is a possible consequence but Council needs to maintain safe traffic accessibility on Riverhill Avenue
Traffic Congestion	Supports 'No Parking' southern side Supports 'No Parking' on southern side as traffic congestion and accessibility along Riverhill Ave was getting worse	Supports improve safe accessibility along Riverhill Avenue
Northern Side	Does not support the current proposal as they want the No Parking on the northern side because the northern side is higher and more easy to back out on Riverhill, also says traffic congestion only a problem in the peak periods	The No parking on the southern side is preferred because of the footpath on the northern side and parents dropping of children do not need to cross Riverhill Parade The proposal is now to only ban parking 8.30am to 6pm
Resident Parking Restrictions	Two respondents have requested timed parking restrictions on the northside with a resident exemption.	Resident parking restrictions are not possible given that most homes in the street have offstreet parking for two or more vehicles.

ITEM 4.4	WHALE BEACH ROAD, WHALE BEACH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/238350
ATTACHMENTS	1 Whale Beach Road, Whale Beach - Plan 2 Whale Beach Road, Whale Beach - Table of Consultation 3 Whale Beach Road, Whale Beach - Site Photographs

GEOCODES: -33.606861, 151.332387; -33.611930, 151.329959; -33.617431, 151.333796

REPORT

BACKGROUND

Council has received concerns from local residents and the State Transit Authority (STA) regarding vehicles parking on both sides of Whale Beach Road, Whale Beach, affecting the School Bus service and access for larger vehicles which includes emergency services, construction trucks and delivery vehicles.

LOCATION

- Whale Beach Road is a Collector Road with a 40km/h speed limit approved under a previous RMS Local Traffic Scheme.
- The section of Whale Beach Road under consideration is located between Norma Road and Rayner Road where the pavement width varies between 6 and 7.3m.
- The 717n Avalon Primary to Whale Beach Loop School Bus service operates along Whale Beach Road between Norma Road and Burrawong Road.
- Existing 'No Parking Saturday Sunday or Public Holiday' restrictions have been installed along sections of Whale Beach Road (southbound), between Norma Road and Malo Road. The section of road between Beauty Drive and Rayner Road has a road width of approximately 6m where parking is permitted on both sides of the road.
- Parking is also restricted near intersections, Bus Zones and where dividing (barrier) lines have been installed due to the narrow road width where it is illegal to park within 3m of a continuous dividing line.

ISSUES

- The STA has reported difficulties along the 717n Avalon Primary to Whale Beach Loop School Bus service where the road is narrow and vehicles park on both sides of the road.
- The STA has also advised that previously a mobile supervisor was available to assist buses caught in these areas; however, they are no longer available to respond to these matters as they occur due to reduced resources following the recent STA restructure.
- Vehicles parked on narrow sections of road, on bends where traffic sight distances are restricted, and on the approaches to bus stops, affect bus accessibility and create a potential traffic hazard to road users by restricting the road width for through traffic.
- The STA has identified the section of Whale Beach Road (between Morella Road and Rayner Road) where bus drivers have reported difficulties along the bus route. Residents have also indicated problems with construction trucks damaging vehicles parked in the section of road between Morella Road and Norma Road.
- Whale Beach Road contains sections of road where previously 'No Parking Saturday Sunday or Public Holiday' restrictions were installed to facilitate traffic flow during these periods of increased traffic; however, construction activity and the growth in vehicle usage has seen an increase in traffic volumes which extend throughout the week.

- Council has reviewed these areas and proposes measures to improve access and safety by restricting parking to only one side of the road during the day. The proposal requires the installation of 'No Parking 7:00am-5:00pm Everyday' restrictions in Whale Beach Road, between Norma Road and Rayner Road, along the sections of road which are currently unrestricted or are signposted 'No Parking Saturday Sunday or Public Holiday' restrictions.
- The proposal will restrict parking in the southbound direction only to improve safety and traffic flow during the day and allow for overnight parking. The proposal acts to regulate parking on one side of the road as random and haphazard parking creates blockages and restricts access especially for larger vehicles. All other existing parking restrictions will be unchanged.
- It is considered reasonable that the proposed measures be granted to maintain the School bus service and improve safety and access for larger vehicles along the bus route.

CONSULTATION

- Council has liaised with the STA and has sent out consultation letters to 135 residents and property owners and The Palm Beach and Whale Beach Association (PBWBA) advising of the proposal.
- A total of 22 submissions was received with all respondents supporting the changes proposed between Norma Road and Malo Road from 'No Parking Saturday Sunday or Public Holiday' to 'No Parking 7:00am-5:00pm Everyday' restrictions.
- Council received a total of 16 responses from properties located between Beauty Drive and Rayner Road regarding the proposal to introduce 'No Parking 7:00am-5:00pm Everyday' restrictions in the southbound direction. The majority of the respondents who did not support this specific proposal did indicate that they supported the principle of restricting parking on one side of the road and believed that restrictions should instead be located on the opposite side of the road. The road width is generally between 6-6.5m which is insufficient width for parking on both sides and the required minimum 3m traffic lane. The Road Rules require a driver to position the vehicle so there is at least 3m of the road alongside the vehicle that is clear for other vehicles to pass; however, buses and larger vehicles require a wider travel lane. It was noted that a total of 12 out of the 16 respondents would support 'No Parking 7:00am-5:00pm Everyday' restrictions in the northbound direction.
- Council has further reviewed these comments and has decided to amend the original proposal for 'No Parking 7:00am-5:00pm Everyday' in Whale Beach Road, between Beauty Drive and Rayner Road (northbound direction). The proposal would enable parking in the southbound direction where there is an existing footpath and kerb and gutter, and where parking currently occurs. A Bus Zone would also be required to improve bus stop accessibility outside No.143 during the operating hours of the School Bus service.

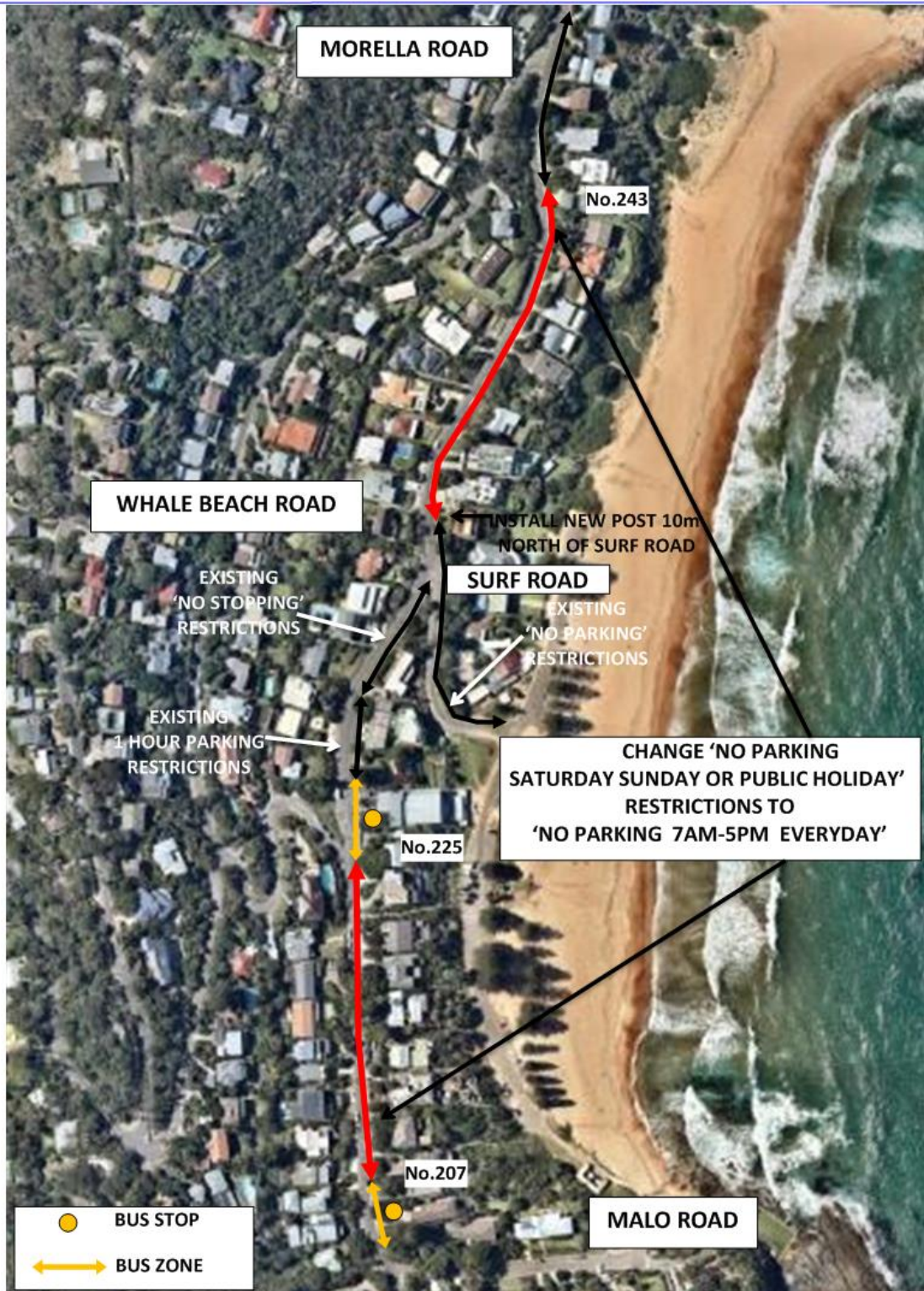
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in Whale Beach Road, Whale Beach:

- A. Change the existing 'No Parking Saturday Sunday or Public Holiday' restrictions (between driveway of No.281 and 90° angled parking area) to 'No Parking 7:00am-5:00pm Everyday' restrictions.
- B. Change the existing 'No Parking Saturday Sunday or Public Holiday' restrictions (between the 90° angled parking area and driveway of No.257) to 'No Parking 7:00am-5:00pm Everyday' restrictions.
- C. Change the existing 'No Parking Saturday Sunday or Public Holiday' restrictions (between driveway of No.243 and new sign post located 10m north of intersection with Surf Road) to 'No Parking 7:00am-5:00pm Everyday' restrictions.

-
- D. Change the existing 'No Parking Saturday Sunday or Public Holiday' restrictions (between driveway of No.225 and Bus Stop outside No.207) to 'No Parking 7:00am-5:00pm Everyday' restrictions.
 - E. Install 'No Parking 7:00am-5:00pm Everyday' restrictions (northbound direction), south of dividing (barrier) lines near driveway of No.128 to driveway of No.92.
 - F. Install 'Bus Zone 7:30am-9:30am 3:30pm-4:30pm School Days' restrictions (southbound direction) statutory 20m before and 10m after the bus stop located outside No.143.
-





**NO PARKING
(TIME RESTRICTED)**
Drawn RK

PROPOSAL

WHALE BEACH ROAD, WHALE BEACH
'NO PARKING 7AM-5PM EVERYDAY' RESTRICTIONS
SHEET 2 OF 3

Approved *P. Devan* ISM No.



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PROPOSAL

WHALE BEACH ROAD, WHALE BEACH
'NO PARKING 7AM-5PM EVERYDAY' RESTRICTIONS
SHEET 3 OF 3

Drawn RK Approved *P. Dea* ISM No.



Table of Consultation

	Norma-Morella	Morella-Malo	Beauty-Rayner S/Bound restrictions	Beauty-Rayner N/Bound restrictions
Properties Consulted	48	47	40	40
Responses Received	2	4	16	16
Support	2	4	2	12
Do Not Support			14*	4

*The 8 respondents which did not support the proposal, indicated that they would support restrictions in the northbound direction on the opposite side of the road

Issue	Resident Comment	Council Response
Proposed restrictions in Whale Beach Road between Norma Road and Morella Road	- Vehicles often park on both sides of the road near building sites making it difficult for through traffic	- The proposed parking restrictions on 1 side during the day will improve access by providing a wider traffic lane for both buses and larger vehicles
Proposed restrictions in Whale Beach Road between Beauty Drive and Rayner Road	<p>- A number of residents agree with principle that parking should be restricted on one side of the road, however suggests that restrictions be changed to allow parking in the southbound direction</p> <p>- Permits should be issued for property owners and fee-based permits for other users</p> <p>- Requests that 'No Parking' restrictions be installed 1.5m either side of the driveway</p>	<p>- The original proposal restricts parking in the southbound direction consistent with existing restrictions located between Norma Road and Malo Road. Council will however change the parking restrictions, to enable parking in the southbound direction where there is an existing footpath and kerb and gutter, and where parking currently occurs. A Bus Zone is required to improve bus stop accessibility during the operating hours of the School Bus service</p> <p>- Resident parking schemes can only be approved by the Roads & Maritime Services (RMS), and the situation in Whale Beach Road does not satisfy the necessary RMS guidelines and eligibility criteria. Property owners or residents who have multiple vehicles or insufficient parking on their own private property must share the available on-street parking with other road users and park according to the Road Rules.</p> <p>- Council does not provide parking restrictions adjacent to individual driveways, and restrictions for 1.5m either side of each driveway would result in the removal of a large number of onstreet parking. The proposed restrictions on one side of the road would improve driveway access where vehicles park opposite driveways</p>



Whale Beach Road looking east towards Norma Road



Whale Beach Road near Surf Road looking eastwards



Whale Beach Road looking east towards Malo Road



Whale Beach Road looking east towards Rayner Road

ITEM 4.5 **ROSS STREET, NORTH CURL CURL - NO PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2018/255113****ATTACHMENTS** **1 Ross Street, North Curl Curl - Plan****GEOCODES:** -33.764261, 151.290520**REPORT****BACKGROUND**

Council has received complaints from local residents that vehicles parking at the right angle bend of Ross Street, North Curl Curl, block the line of vision and obstruct the exit pathway from the laneway between No.s 17 and 19 Ross Street. It was requested that a parking restriction be imposed around the outer bend on Ross Street to ensure better visibility for the vehicles to drive through the bend.

The pathway provides pedestrian access between Ross Street and Curl Curl North Public School and is mostly used by school students during school hours. To improve safety Council is proposing the installation of 'No Stopping' signs 6m each side from the edge of the driveway layback adjacent to the laneway. The 'No Stopping' restriction will also improve the sight distance for the residents exiting the driveways of No.s 17 and 19 Ross Street.

CONSULTATION

Council staff have recently met the residents from No.s 17 and 19 Ross Street on site to discuss the parking restriction. The residents are supportive of the parking restriction.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Parking' signs around the bend, 6m each side from the edge of the driveway layback of No.s 17 and 19 Ross Street, North Curl Curl.



PROPOSAL

Ross Street, North Curl Curl
Parking Restriction

Drawn SP Approved *P. Deen* ISM No.



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ITEM 4.6 **MIDDLETON ROAD, CROMER - TIMED PARKING RESTRICTIONS**

REPORTING OFFICER **TRAFFIC OFFICER**
TRIM FILE REF **2018/255165**
ATTACHMENTS **1 Middleton Road, Cromer - Plan**

GEOCODES: -33.735235, 151.280377

REPORT**BACKGROUND**

Council has received concerns from the local businesses requesting short-term parking restrictions at the western end of Middleton Road, Cromer. The area is attracting a number of small businesses which depend on the availability of short-term parking spaces for their customers. This will also assist other existing businesses by providing a turnover in parking for their use as well.

To provide short-term parking for local businesses Council is proposing four '1P 8:00am-4:00pm Mon-Fri' parking spaces on the northern side of Middleton Road east of South Creek Road and five '1/2P 8:00am-4:00pm Mon-Fri' parking spaces on the southern side of Middleton Road east of South Creek Road.

In addition, Council has also received a concern regarding driveway access at 160 Middleton Road, Cromer. When a car is parked between driveways of No.s 158 Middleton Road and 156 Middleton Road it is difficult for large vehicles to enter and exit from the driveway. To help this issue Council is proposing to install 'No Stopping' yellow edge lines between those driveways. This proposal will also benefit unit blocks at No. 158 Middleton Road and the concrete factory at No. 160 Middleton Road, Cromer.

CONSULTATION

- A Resident Survey letter was sent to 24 residents within approximately 50m radius of the proposed plan.
- Council has received two replies at the time of reporting, one reply supported the proposal and one reply opposed the proposal on the basis that it reduced the long term parking spaces on the street.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 1P 8:00am-4:00pm Mon-Fri for the length of 23m on the north side of Middleton Road east of South Creek Road, Cromer.
 - B. Installation of 1/2P 8:00am-4:00pm Mon-Fri for the length of 30m on the south side of Middleton Road east of South Creek Road, Cromer.
 - C. Installation of 'No Stopping' yellow edge lines between the driveways of No.s 158 and 156 Middleton Road, Cromer.
-



PROPOSAL

Middleton Road, Cromer 1P and 1/2P Parking

Drawn **SP** Approved *P. Deen* ISM No.



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ITEM 4.7 **LUMSDAINE DRIVE, FRESHWATER - LINE RELOCATION AND PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2018/221601****ATTACHMENTS** **1 Lumsdaine Drive, Freshwater - Plan****GEOCODES:** -33.779992, 151.294366**REPORT****BACKGROUND**

Council has received concerns from the Harbord Diggers development and State Transit Authority (STA) regarding vehicles parking on both sides of the road along Lumsdaine Drive, Freshwater, which affects the bus service and access for larger vehicles.

LOCATION

- Lumsdaine Drive is a local road with a 50km/h speed limit.
- The section of the road under consideration has a variable pavement width between 9.5m to 10.3m
- Parking is restricted on both sides along the bend of Lumsdaine Drive and unrestricted on both sides for the rest of the street.
- Bus service 139 uses the route through Lumsdaine Drive and Evans Street. The section of the road under consideration is also used by construction vehicles from Harbord Diggers.

ISSUES

- STA has indicated that their driver's on the 139 service have serious concerns regarding safety along Lumsdaine Drive due to construction vehicles parked on both sides of the road near the bend.
- The main issue is regarding large construction vehicles, B-line and standard buses travelling in opposite directions and trying to pass each other as parked cars narrow the existing road width.
- The road width appears to only be 10.3m wide which does not cater for the general 3.2m lane width recommended on bus routes with parking both sides.
- Council has reviewed this area and proposed a measure to improve access, safety, and extend the parking restriction by 55m on the north side of the road and allow parking on south side of the road for the entire section of Lumsdaine Drive.
- This proposal will result in the removal of eight car spaces on the north side of the road and create approximately 20 car spaces on the south side of the road.
- Relocation of the double centreline by 1m to the north will create parking on the south side of the road and still allow a 4m lane width for two way traffic.

CONSULTATION

- The Harbord Diggers development and STA were consulted regarding the proposed plan.
- As the parking around the proposed location is predominantly used by visitors to the Freshwater lookout and construction workers from the Harbord Diggers development, a temporary notification board will be installed on each end of the proposed site providing information about the proposed plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of parking restrictions for 55m on the northern side of Lumsdaine Drive Freshwater.
 - B. Relocation of the existing double centerline 1m to the north on Lumsdaine Drive Freshwater.
 - C. Removal of all the existing 'No Parking' signs on the southern side of Lumsdaine Drive Freshwater with the double centerline.
-



Changes on Parking Restriction Lumsdaine Drive, Freshwater

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ITEM 4.8	KENNETH ROAD, BALGOWLAH - MOTORCYCLE PARKING
REPORTING OFFICER	SENIOR TRAFFIC ENGINEER
TRIM FILE REF	2018/232886
ATTACHMENTS	1 Kenneth Road, Balgowlah - Plan 2 Kenneth Road - Table of Consultation

GEOCODES: -33.788714, 151.279256

REPORT

BACKGROUND

Council has received correspondence from a motorcyclist raising concerns about the absence of any dedicated motorcycle parking at the Manly (Andrew Boy Charlton) Aquatic Centre. He advises that motorcycles are currently parking within the bicycle parking areas or occupying car spaces which is an inefficient use of the space.

LOCATION

The Manly (Andrew Boy Charlton) Aquatic Centre is sited on Kenneth Road, Balgowlah. It has an off-street parking area accommodating 54 vehicles including four disabled parking spaces and two spaces dedicated for mothers with prams. A large number of angle parking spaces are present to the west of the aquatic centre on the south side of Kenneth Road. These spaces are zoned for 4P parking to support the use of the pool and the adjacent sports fields. There are also five to six 4P parking spaces on the south side of Kenneth Road to the east of the aquatic centre. These are used predominantly by aquatic centre customers.

ISSUES

The lack of dedicated motorcycle parking is resulting in motorcyclists occupying whole car spaces within the aquatic centre carpark or clogging up the bicycle parking areas.

Creating a small dedicated motorcycle parking zone on-street near the entrance to the aquatic centre will encourage motorcycles to park more appropriately. Up to five motorcycles can occupy a single vehicle car space. Creating a dedicated motorcycle parking zone will encourage this behaviour to occur.

CONSULTATION

The manager of the pool and the motorcycle rider raising the concern is supportive of the proposed change.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports a signposted 4P Motorcycle Parking zone be created in one of the 4P parallel parking spaces sited on the south side of Kenneth Road, Balgowlah, east of the Manly (Andrew Boy Charlton) Aquatic Centre carpark.






	PROPOSAL		
	Kenneth Road, Manly Motorcycle Parking		
	Drawn JB	Approved  ISM No.	

Table of Consultation

Properties Consulted	2
Responses Received	2
Support	2
Do Not Support	Nil

Issue	Resident Comment	Council Response
Nowhere for motorcycles to park at Manly Aquatic Centre	motorcycles currently have to park in bicycle parking area or occupy a car space	lack of dedicated motorcycle parking is resulting in motorbikes parking inappropriately. Motorcycle parking spaces are needed
council should provide parking for all road users at the pool	while most transport modes are catered for there is no motorcycle parking	dedicated spaces for buses, cars, bicycles, mothers with prams and disabled drivers are present but motorcycles have been overlooked. Motorcycle parking spaces are needed

ITEM 4.9	MARETIMO STREET, BALGOWLAH - PEDESTRIAN CROSSING
REPORTING OFFICER	SENIOR TRAFFIC ENGINEER
TRIM FILE REF	2018/232369
ATTACHMENTS	1 Maretimo Street, Balgowlah - Plan 2 Maretimo Street - Table of Consultation

GEOCODES: -33.796738, 151.255270

REPORT

BACKGROUND

Council has been approached by a parent of Balgowlah Boys High School seeking the introduction of a pedestrian crossing over Maretimo Street, Balgowlah, to assist students to safely cross the road to access the school.

LOCATION

Maretimo Street lies on the eastern side of the Balgowlah Boys High School and connects with Sydney Road at its northern end. The main pedestrian entrance to the school is sited on Maretimo Street. Maretimo Street is nominally 10m in width with parking permitted on both sides of the road. The majority of the western side of Maretimo Street is occupied by Bus Zones which operate during the school drop off and pick up periods. The eastern side of the street is largely unrestricted parking.

ISSUES

In November 2015 pedestrian and vehicle counts were conducted on Maretimo Street, north of Violet Street, over three days. These counts found the following:

DATE	TIME	PEDESTRIANS CROSSING	VEHICLES PASSING
12 November	8:15-9:15am	78	276
12 November	3:00-4:00pm	22	238
13 November	8:15-9:15am	37	209
13 November	3:15-4:15pm	31	255
11 November	8:00-9:00am	50	249
11 November	2:00-3:00pm	45	180

On all occasions other than for the evening count conducted on 12 November, the volume of pedestrians crossing Maretimo Street exceeded the RMS warrant (of 30 pedestrian per hour) for a crossing used predominantly by children. On all but the evening count conducted on 11 November, the number of vehicles passing the crossing location exceeded the RMS warrant (of 200 vehicles/hour) for a crossing used predominantly by children. On the basis of these counts it is considered that the location meets the warrant for introduction of a pedestrian crossing.

To minimise the loss of parking and to improve visibility to and from pedestrians using the crossing it is proposed that kerb blisters be installed on both sides of Maretimo Street. This will reduce the

impact on bus stops north of the proposed crossing and on the drop off and pick up zone south of the crossing. The use of kerb blisters will also improve sight lines to and from pedestrians.

CONSULTATION

The School has been contacted and have advised that they strongly support the need for a pedestrian crossing on Maretimo Street with it being a matter that has been raised by the P&C previously.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a pedestrian crossing on Maretimo Street, north of Violet Street, Balgowlah.
 - B. Detailed designs for the pedestrian crossing with kerb blisters be prepared and returned to the Traffic Committee for approval following consultation with adjacent residents of Maretimo Street, Balgowlah.
-






	PROPOSAL		 northern beaches council
	Maretimo Street, Balgowlah – concept plan for pedestrian crossing at Balgowlah Boys High School		
	Drawn JB	Approved  ISM No.	

Table of Consultation

Properties Consulted	3
Responses Received	3
Support	3
Do Not Support	Nil

Issue	Resident Comment	Council Response
safety crossing road	pedestrians using the pedestrian crossing road without support of any crossing facilities	pedestrian crossing will improve safety
volume of traffic	high volumes of traffic proceed up and down Maretimo Street to and from Sydney Road	pedestrian crossing will not reduce traffic volumes but will make traffic more aware of pedestrians crossing the road
bus parking	large numbers of buses park on maretimo street in the before and after school period and must be accommodated	by constructing kerb blisters in conjunction with the pedestrian crossing the amount of kerbside parking lost is minimised

ITEM 4.10 BALGOWLAH HEIGHTS PUBLIC SCHOOL - PEDESTRIAN CROSSING**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2018/238608****ATTACHMENTS 1 Abbott Street, Balgowlah Heights - Detailed Plan
 2 Radio Avenue, Balgowlah Heights - Detailed Plan****GEOCODES:** -33.807442, 151.258651; -33.806430, 151.259133**REPORT****BACKGROUND**

At the June 2017 Traffic Committee meeting consideration was given to a review of pedestrian crossing facilities around the Balgowlah Heights Public School. This followed the receipt of correspondence and a petition from 121 parents (supported by the school Principal) seeking 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, Balgowlah Heights.

On 5 September 2017 the Traffic Committee meeting endorsed the recommendation for the introduction of marked pedestrian crossings at a) Ernest Street west of Radio Avenue and b) Abbott Road west of Radio Avenue. Council has now included the construction of a marked pedestrian crossing in Abbott Road, Balgowlah Heights in the Traffic Facilities Program for 2017/2018. The detailed design has been undertaken in accordance with the Department of Transport Guidelines and attached with this report. Due to limited sight distance for the crossing and adjacent to the intersection, Council is also proposing to install a speed cushion on the approach to reduce the speed.

The parents were also seeking an upgrade of the children's crossing on Radio Avenue to a full-time crossing. However, the volume of pedestrians and traffic volume on Radio Avenue at the site of the existing children's crossing was insufficient to support upgrading that crossing to a full time marked pedestrian crossing. As the existing children's crossing is aligned with the school gate Council is proposing to relocate the children's crossing 20m south so the school children will walk on the footpath for 20m before crossing the road. This proposal is also included in the Traffic Facilities Program for 2017/2018.

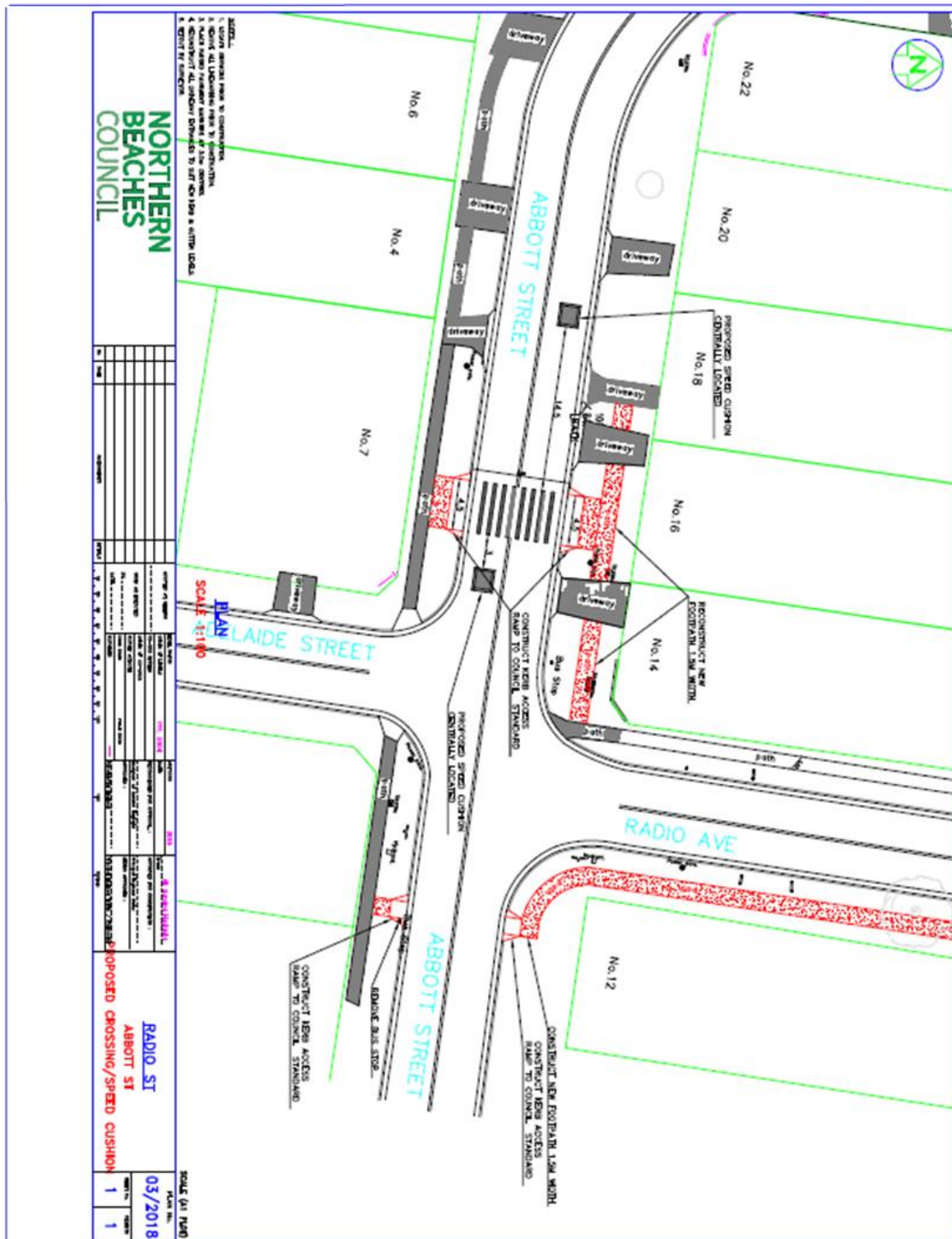
CONSULTATION

- The consultation with the school and local residents was undertaken prior to September 2017 Traffic Committee meeting. The proposal was supported as recommended to the Traffic Committee report on 5 September 2017.
- Council staff have recently met on site with the school Principal to discuss the proposed plan. The school is supportive of the proposed plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Detailed design and construction of the marked pedestrian crossing at Abbott Road west of Radio Avenue, Balgowlah Heights, subject to consultation with the local residents within approximately 50m of proposed area.
 - B. Relocation of existing children's crossing on Radio Avenue, Balgowlah Heights 20m south.
-



PROPOSAL

Abbott Street, Balgowlah Heights
Pedestrian Crossing

Drawn AH Approved *P. Devan* ISM No.



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ITEM 4.11	STARKEY STREET, KILLARNEY HEIGHTS - WOMBAT CROSSING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2018/233510
ATTACHMENTS	1 Starkey Street, Killarney Heights - Detailed Design

GEOCODES: -33.771624, 151.216301

REPORT

BACKGROUND

The request for a pedestrian crossing to be upgraded to a raised wombat crossing has been brought to the Traffic Committee previously on 3 May 2016 after receiving pedestrian safety concerns from a resident and the Principal of Killarney Heights High School following a crash involving pedestrians on the crossing in 2008. The former Warringah Traffic Committee on 3 May 2016 endorsed the recommendation that the upgrading of the existing marked pedestrian crossing in Starkey Street at the Killarney Heights High School to a raised Wombat Crossing be listed in the Council's future works ledger as Priority 3 "Necessary".

Council has now included the construction of a Wombat Crossing in Starkey Street, Killarney Heights, in the Traffic Facilities Program for 2017/2018. The detailed design has been undertaken in accordance with the Department of Transport Guidelines for the Use of Speed Humps on Bus Routes and attached with this report. No Stopping zones will be installed as required under the RMS technical direction.

LOCATION

Starkey Street, Killarney Heights, in front of Killarney Heights High School.

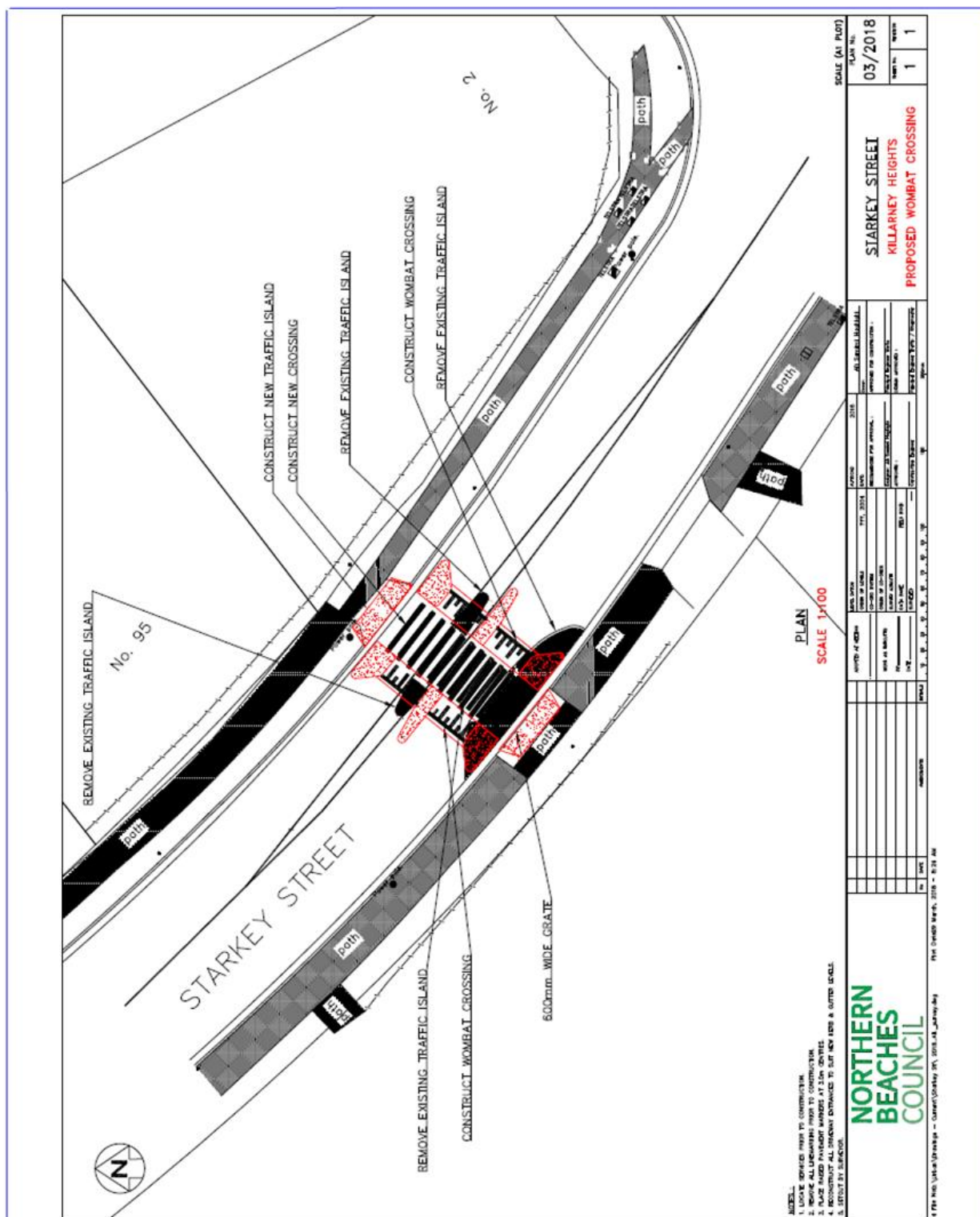
CONSULTATION

- Council has sent out consultation letters to 12 adjacent properties including the Killarney Heights High School advising of the proposed changes to the current pedestrian crossing.
- At the time of this report Council has not received any comments regarding this proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The detailed design plan for the construction of a raised Wombat Crossing at Starkey Street, Killarney Heights, in front of Killarney Heights High School.
 - B. The construction of a Wombat Crossing in Starkey Street, Killarney Heights, proceeds utilising funds allocated to the project under Council's Community Strategic Plan.
-



PROPOSAL

Starkey Street, Killarney Heights Wombat Crossing

Drawn AH Approved *P. Deva* ISM No.



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ITEM 4.12	RAGLAN STREET, MANLY - SPEED CUSHIONS
REPORTING OFFICER	SENIOR TRAFFIC ENGINEER
TRIM FILE REF	2018/232380
ATTACHMENTS	1 Raglan Street, Manly - Plan 2 Raglan Street - Table of Consultation

GEOCODES: -33.795701, 151.286394

REPORT

BACKGROUND

A pedestrian crossing was installed in 2015 on Raglan Street, Manly, outside the St. Marys Catholic School. Since its introduction Council has received a number of complaints about vehicles failing to stop for pedestrians using the crossing and advising that there is poor visibility to the crossing.

Zig zag lines were introduced on approach to the crossing in 2016 in response to the visibility concerns, but complaints about visibility have continued. No pedestrian crashes have occurred on the crossing since its introduction; however, a cyclist was recently hit while riding across the crossing.

LOCATION

Raglan Street is situated within the heart of the Manly CBD and the subject section runs east west between Belgrave Street and South Steyne. It is approximately 9.6m in width with marked bike lanes on either side of the road. It carries two way traffic.

ISSUES

Parking is not permitted on either side of this length of Raglan Street which means that pedestrians waiting to cross should be clearly visible to motorists approaching the crossing. Observations do not suggest that parents are parking illegally on Raglan Street; however, many parents park in off-street carparks in nearby Central Avenue and rely on the use of the crossing to collect their children.

Although linemarking and signage alerting motorists to the presence of the crossing is in place, in good condition and should be clearly visible, there are site conditions which are possibly contributing to some motorists failing to notice the crossing. These include:

- Other than during school drop off and pick up times, use of the crossing is light and drivers may become accustomed to it not being used.
- There is a large tree to the west of the crossing which casts a shadow over the crossing at some times of the day which may make it hard to see.
- As Raglan Street runs east-west in the morning eastbound drivers are driving into the rising sun and may find it hard to see the crossing. In the evening drivers heading west may have the same issue.

The recently completed Manly PAMP study has recommended that a raised crossing treatment be investigated to improve awareness of the presence of the crossing. A raised crossing treatment would, however, only alert motorists when they reached the crossing which might be too late if they were travelling at an inappropriate speed. A raised treatment in advance of the crossing is considered a better alternative to slow motorists as they approach the crossing.

Bike lanes on either side of Raglan Street are present which provide a link to and from well used bike routes along the Manly beachfront and Kangaroo Lane. The presence of the bike lanes does however mean that a raised crossing treatment would be difficult to introduce without adversely impacting the bike lanes.

Speed cushions on both approaches to the crossing are considered the most appropriate treatment as these would slow motorists on the approach to the crossing while not impacting on the bike lanes on either side of Raglan Street. In order to prevent motorists from crossing to the opposing carriageway to divert around the speed cushions it is proposed that a raised divider strip be introduced along the centerline adjacent to the speed cushions.

CONSULTATION

Consultation has taken place with the Principal of St.Mary's Catholic School who is strongly supportive of measures being introduced to raise awareness of the presence of the crossing. The school fears that a student will inevitably be hit using the crossing.

Further liaison with adjacent business premises is required following completion of a detailed design.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of speed cushions and a raised centerline divider strip on the approach to the pedestrian crossing on Raglan Street, Manly, following liaison on the matter with adjacent business premises.



PROPOSAL

Raglan Street – speed cushions

Drawn JB

Approved

Devon

ISM No.



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Table of Consultation

Properties Consulted	10+
Responses Received	10+
Support	10+
Do Not Support	Nil

Issue	Resident Comment	Council Response
safety crossing road	pedestrians using the pedestrian crossing are currently not safe as cars failing to stop	observations suggest cars are stopping however number of complaints indicates that there is a problem
cyclist recently hit when using crossing	a cyclist was recently hit when riding across the crossing	cyclists are required by law to dismount when using a pedestrian crossing. The crash is however concerning and supports concerns that action is required
awareness of the crossing	motorists are not aware there is a crossing	signs and markings are as per standard and visible. Raised speed cushions on approaches will improve awareness

ITEM 4.13	LAUDERDALE STREET, FAIRLIGHT - BUS ZONE
REPORTING OFFICER	SENIOR TRAFFIC ENGINEER
TRIM FILE REF	2018/232845
ATTACHMENTS	1 Lauderdale Avenue, Fairlight - Plan 2 Lauderdale Avenue- Table of Consultation

GEOCODES: -33.797061, 151.267784

REPORT

BACKGROUND

Council has received complaints from No. 98 Lauderdale Avenue, Fairlight, about poor visibility when leaving their driveway and requested that parking be banned on the west side of the driveway.

LOCATION

Lauderdale Avenue is a Regional Road carrying high volumes of traffic to and from the Manly CBD. No. 98 Lauderdale Avenue is sited east of the intersection with Willyama Avenue. Lauderdale Avenue has a crest at Willyama Avenue.

ISSUES

The presence of a crest to the west of No. 98 Lauderdale Avenue means sight distance to traffic approaching from that direction is poor. The presence of parked vehicles immediately to the west of the driveway further limits available sight distance.

There is a bus stop sited to the east of the driveway which ensures that sight distance is clear to the east at most times. At a bus stop it is illegal to park within 20m on approach to a bus stop. The first vehicle parked west of the driveway to No.98 Lauderdale Street lies within 20m of the head of the bus stop and is therefore illegally parked. Observations indicate that a vehicle is generally parked in this location.

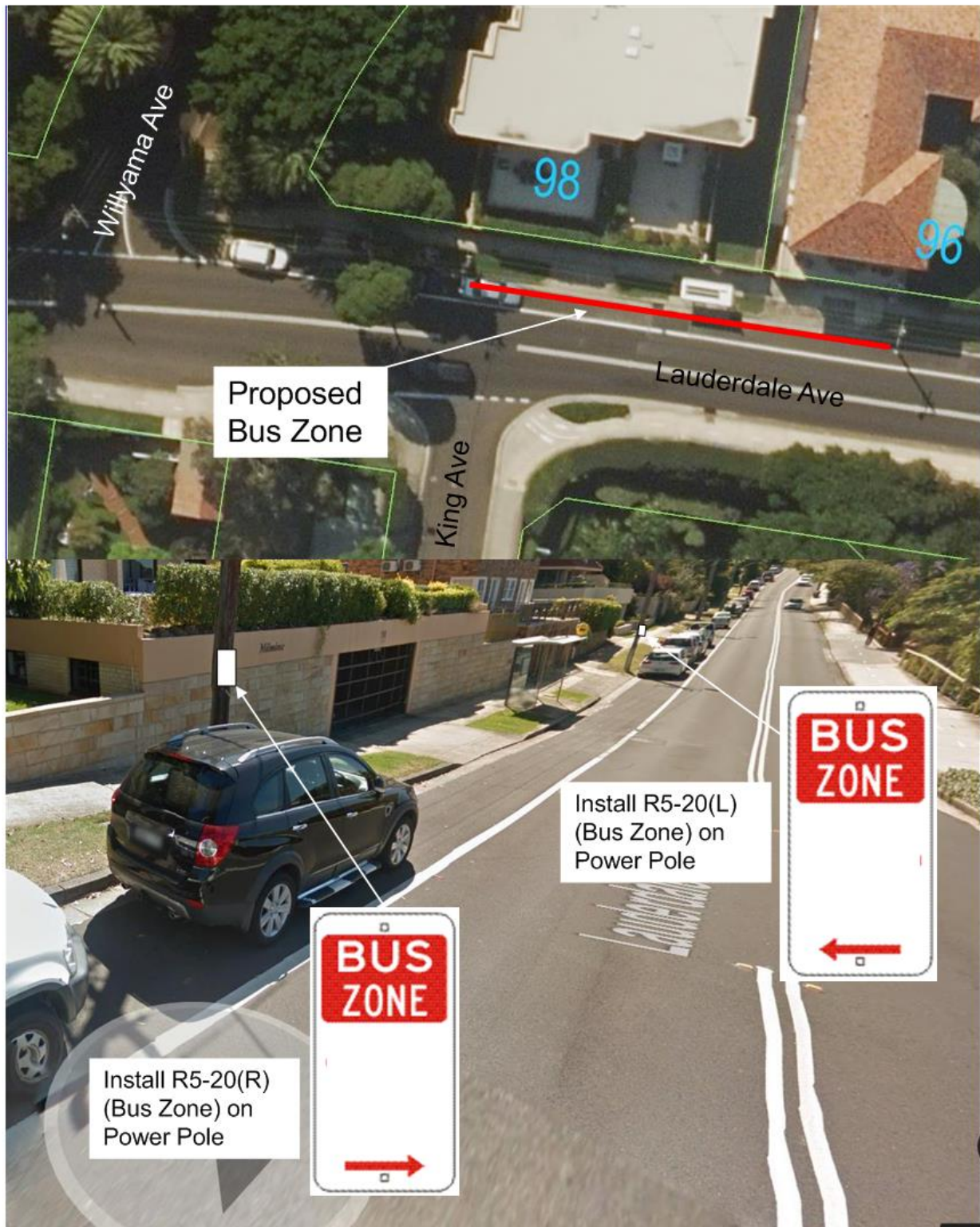
To improve sight lines for vehicles exiting No. 98 Lauderdale Avenue it is proposed to install a Bus Zone to support the existing bus stop. Residents report that the bus sometimes has difficulty accessing the bus stop due to parked vehicles, which on a road as busy as Lauderdale Avenue with sight distance issues as outlined above, is dangerous. The Bus Zone will commence approximately 6m to the west of the driveway serving No.98 Lauderdale Street.

CONSULTATION

No. 98 Lauderdale Avenue has been notified of the proposed course of action and are supportive of the solution.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports a Bus Zone be installed on the north side of Lauderdale Avenue, Fairlight, to support the bus stop east of Willyama Avenue. The Bus Zone is to commence approximately 6m west of the driveway serving No.98 Lauderdale Avenue, Fairlight.



PROPOSAL

98 Lauderdale Ave, Fairlight Bus Zone

Drawn JB

Approved  ISM No.



northern
beaches
council

Table of Consultation

Properties Consulted	1
Responses Received	1
Support	1
Do Not Support	Nil

Issue	Resident Comment	Council Response
visibility leaving driveway	residents leaving driveway to No.98 Lauderdale can't see traffic approaching from the west	sight distance is poor. Removing parking for one space to the west of the driveway will improve sight distance
buses accessing bus stop	buses are sometimes prevented from safely pulling in to the bus stop by parked cars	creation of Bus Zone will improve the ability of buses to pull in close and parallel to the kerb

ITEM 4.14

41 WARRIEWOOD ROAD, WARRIEWOOD - PROPOSED SIGNAGE PLAN (CONCEPT ONLY)

REPORTING OFFICER

TRAFFIC OFFICER

TRIM FILE REF

2018/233502

ATTACHMENTS

- 1 Warriewood Road, Warriewood - Plan**
- 2 Warriewood Road, Warriewood - Proposed Signage Plan**

GEOCODES: -33.687564, 151.298495

BACKGROUND

Council received a 'Signage Line Marking Plan and Vehicle Turning Paths' for the proposed Subdivision of Lot 32 Section C D P 5464, 41 Warriewood Road, Warriewood. This plan is concept only and has been submitted based on the Development Consent (N0491/16) Conditions for the purpose of obtaining the 'Construction Certificate'. After completion of the project a detailed signage and line marking plan will be submitted for the Traffic Committee's recommendation.

LOCATION

41 Warriewood Road, Warriewood.

ISSUES

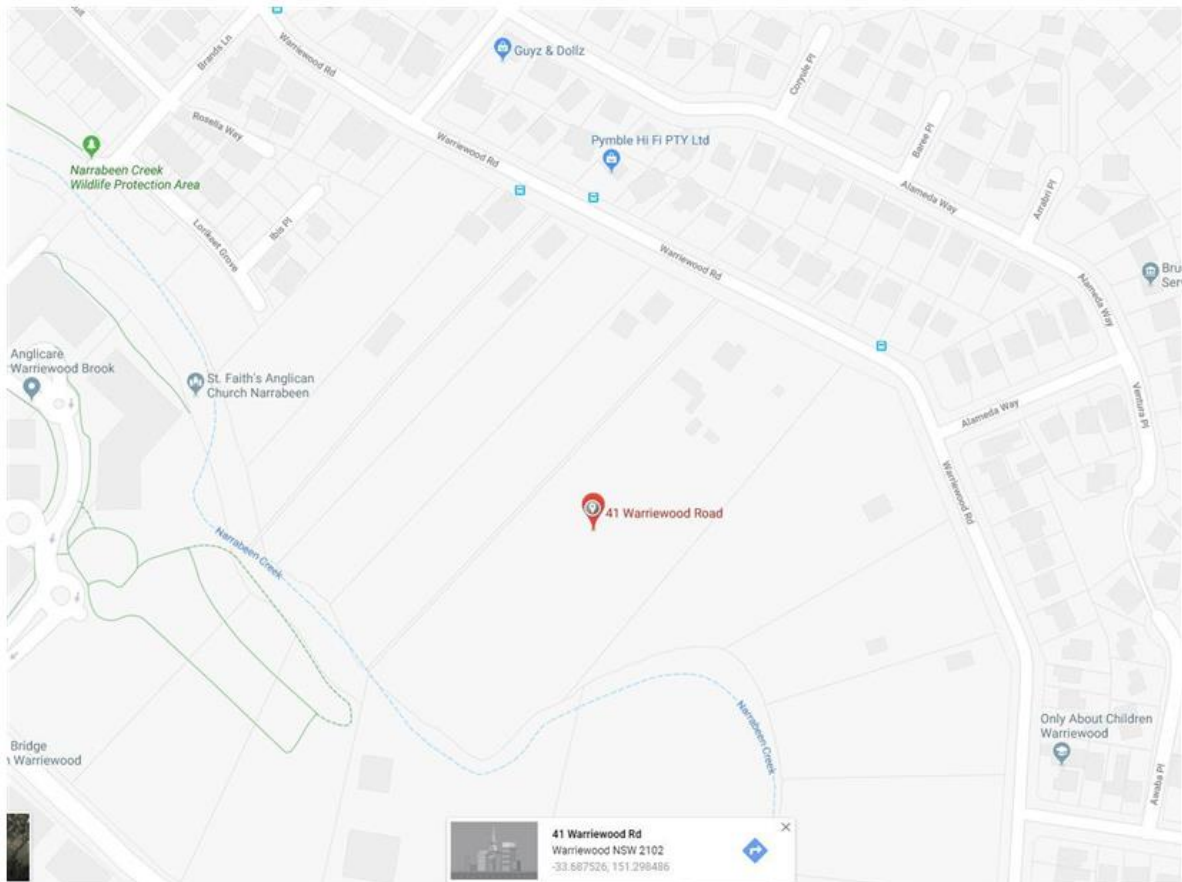
- Proposed Signage Plan (Concept Only) has been attached.
- As it is only a Concept Plan no issues have been identified.
- Actual location and dimensions not shown on the plan and will be shown in the detailed plan.

CONSULTATION

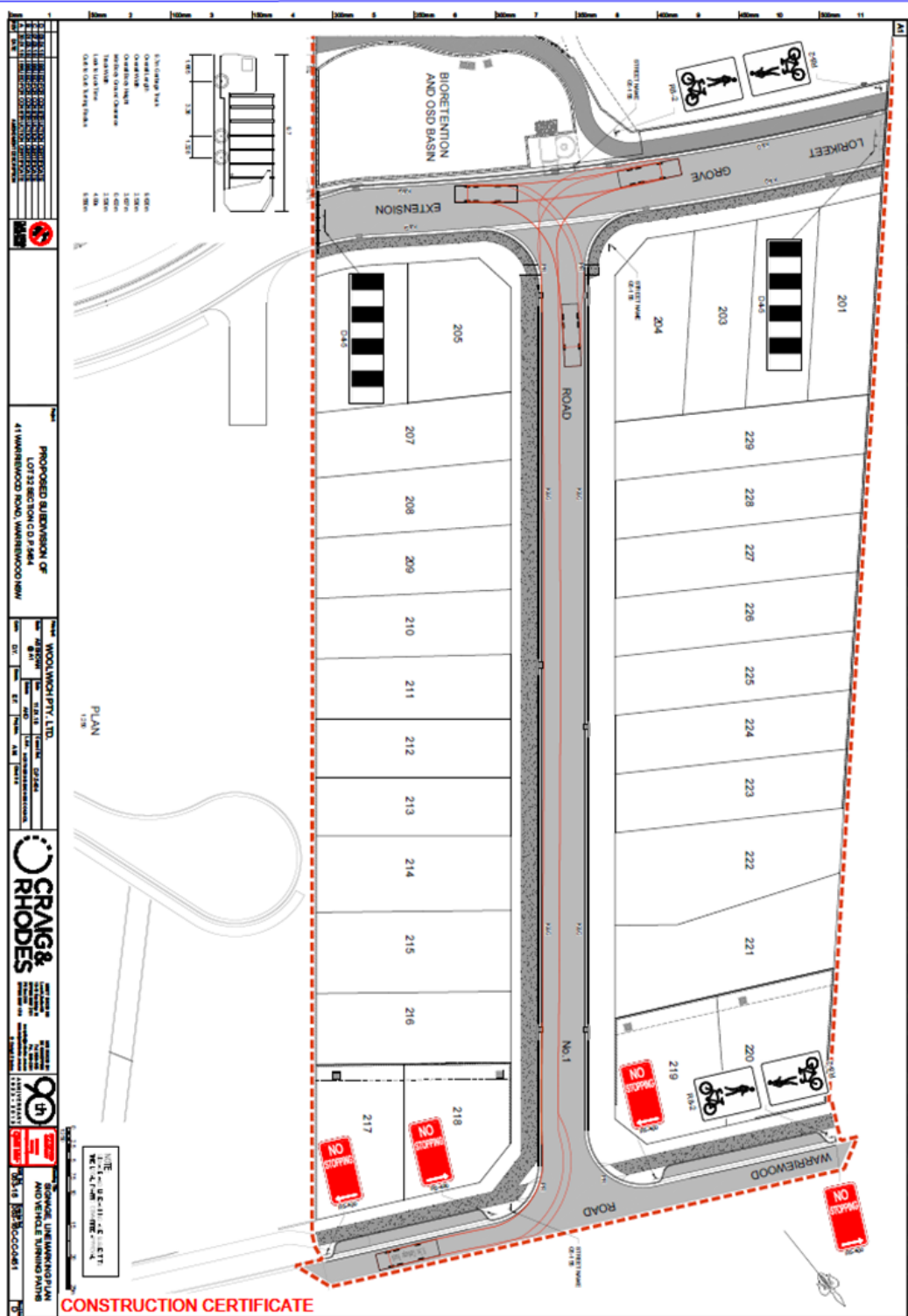
Consultation will be carried out once the detailed signage and line marking plan becomes available.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the concept of the 'Signage Linemarking Plan and Vehicle Turning Paths' for the proposed Subdivision of Lot 32 Section C D P 5464, 41 Warriewood Road, Warriewood.



	PROPOSED SIGNAGE PLAN 41 Warriewood Road, Warriewood			 northern beaches council
	Drawn	VS	Approved 	



PROPOSED SIGNAGE PLAN

41 Warriewood Road, Warriewood



northern
beaches
council

Drawn VS

Approved

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ISM No.

ITEM 4.15 WORKS ZONE APPROVALS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2018/233601

ATTACHMENTS NIL

GEOCODES: Various Locations

REPORT

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

Address	Applicant	Work Zone length, duration & time	Requested period
2 West Promenade Manly	Novati Constructions Pty Ltd	Length: 17 m Duration: 25 weeks Time: 7:00am-6:00pm Mon-Fri 8:00am-1:00pm Saturday	3 April 2018 – 24 September 2018
6 Tutus Street Balgowlah Heights	Meticon Homes Pty Ltd	Length: 11 m Duration: 16 weeks Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	05 March 2018 - 25 June 2018
10-12 Roger Street Brookvale	Buildland Australia Pty Ltd	Length: 25 m Duration: 19 weeks Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	26 February 2018 - 9 July 2018
84 William Street North Manly	Meticon Homes Pty Ltd	Length: 14m Duration: 16 weeks Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	19 March 2018 - 9 July 2018
16 Iluka Avenue Elanora Heights	Meticon Homes Pty Ltd	Length: 15m Duration: 16 weeks Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	3 April 2018 - 23 July 2018
23 Kirkwood Street Seaforth	Meticon Homes Pty Ltd	Length: 10m Duration: 16 weeks Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	3 April 2018 - 23 July 2018
90 Whistler Street Manly	Made Projects Pty Ltd	Length: 19m Duration: 26 weeks Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	3 April 2018 – 1 October 2018

RECOMMENDATION TO TRAFFIC COMMITTEE

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

5.0 MATTERS FOR NOTATION

- 5.1 Jacksons Road, Warriewood – Upcoming works. Major culvert replacement.