

# AGENDA

## **NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING**

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

**TUESDAY 6 NOVEMBER 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

Member for Pittwater Mr R Stokes MP Representative

Member for Davidson Mr J O'Dea MP Representative

Member for Wakehurst Mr B Hazzard MP Representative

Member for Manly Mr J Griffin MP Representative

Roads and Maritime Services

Northern Beaches Police Command, Dee Why

Mr Michael Regan

Mr Andrew Johnston

Mr Phil Corbett

Ms Lisa Nagle

Mr John O'Connor

Mr Raymond Tran

Sergeant Nino Jelovic

## **Non Voting Members**

State Transit Authority, Brookvale Depot

Forest Coach Lines

Manly Warringah Cabs Co-operative Society Ltd

Cycling Representative

Mr Egwin Herbert

Mr Jay Zmijewski

TBC

Mr Owen Dunne

## **Officers**

General Manager Environment and Infrastructure

Executive Manager Transport and Civil Infrastructure

Manager Transport Network

Senior Traffic Engineer

Traffic Engineer

Traffic Engineer

Traffic Engineer

Traffic Engineer

Traffic Officer

Traffic Officer

Traffic Officer

Active Travel Officer

Active Travel Officer

Road Safety Officer

Road Safety Officer

Transport Support Officer

Regulatory Support Ranger

Mr Ben Taylor

Mr Craig Sawyer

Mr Phillip Devon

Mr James Brocklebank

Mr Ricky Kwok

Mr Shankar Pandey

Mr Velsamy Sankaran

Mr Patrick Bastawrous

Mr Luke Nickson

Mr Fernando Rios

Mr Asif Hassan

Ms Michelle Carter

Mr Phillip Gray

Mrs Karen Menzies

Ms Robynann Dixon

Ms Lisa Monk

Mr Jeff Hudson

## **Visitors**

Nil

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

**to be held on Tuesday 6 November 2018**

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

**Commencing at 10:00am**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST</b>	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 9 October 2018	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	<b>4</b>
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION</b>	<b>8</b>
4.1	Wanawong Road, Avalon Beach - Intersection Treatment	5
4.2	Whistler Street, Manly - Keep Clear Markings	8
4.3	Boondah Road, Warriewood - Timed Parking Restrictions	11
4.4	Cobb Street and Sylvia Place, Frenchs Forest - Parking Restrictions	14
4.5	192 Avalon to Stokes Point (Loop Service), Avalon Beach - Bus Route Improvements	17
<b>5.0</b>	<b>MATTERS FOR NOTATION</b>	
5.1	Event: Meet Your Street - Temporary Road Closures for Various Streets	33

**NEXT MEETING Tuesday 4 December 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 9 OCTOBER 2018**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 9 October 2018, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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

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

Nil

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>WANAWONG ROAD, AVALON BEACH - INTERSECTION TREATMENT</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/665209</b>
<b>ATTACHMENTS</b>	<b>1 Wanawong Road, Avalon Beach - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.622782, 151.322704

### REPORT

#### BACKGROUND

Council has received concerns from local residents regarding safety at the intersection of Wanawong Road and Wandearah Avenue, Avalon Beach.

To improve safety, Council is proposing to install a give way sign and a dividing barrier line to direct vehicles through the intersection. This proposal is considered appropriate as the intersection is quite wide and there is confusion regarding traffic priority.

#### LOCATION

- Wanawong Road and Wandearah Avenue are local roads in the Sydney Hierarchy Plan and carry a relatively low volume of traffic in keeping with its local classification
- Both roads have variable pavement width between 6.5m and 7m with a wide intersection

#### ISSUES

- Under the current traffic conditions, vehicles travelling north towards the intersection of Wanawong Road and Wandearah Avenue, from Wanawong Road, are required to give way for the vehicles travelling south from Wanawong Road towards Wandearah Avenue.
- This proposal does not change the priorities of the intersection or reduce the number of parking as it is illegal to park within 10m from an intersection.

#### CONSULTATION

Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

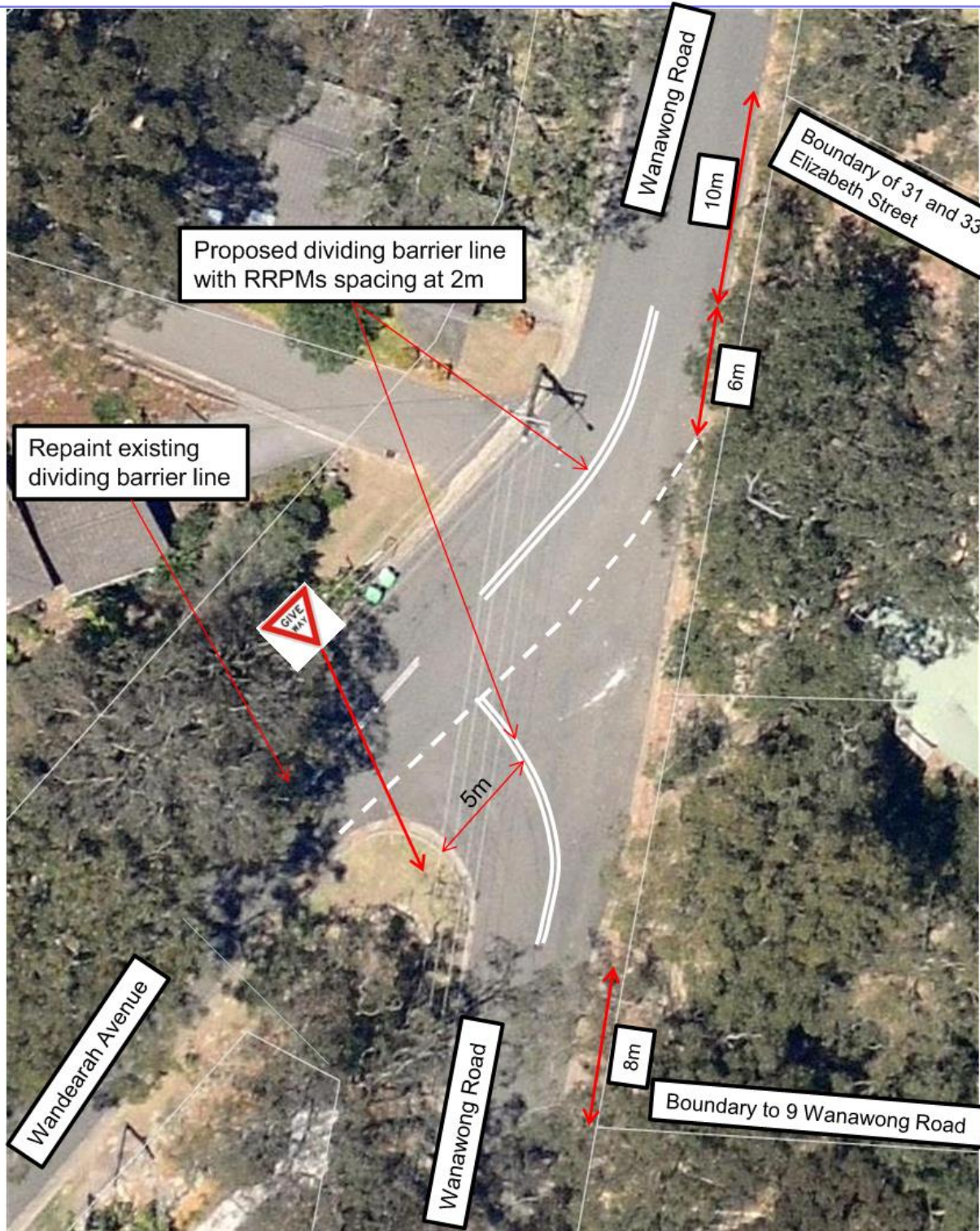
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#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a give way sign, a dividing barrier line and associated line markings on Wanawong Road intersection with Wandearah Avenue, Avalon Beach.

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### PROPOSAL

Wanawong Avenue, Avalon Beach  
T-Intersection Treatment

Drawn SP

Approved *P. Dean* ISM No.



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### **Table of Consultation**

	Initial proposal	Amended proposal
<b>Properties Consulted</b>	15	6
<b>Responses Received</b>	6	6
<b>Support</b>	0	4
<b>Do Not Support</b>	6	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Initial proposal (concrete blisters and line marking)	Residents did not support the concrete blisters and associated line markings as they think intersection treatment is unnecessary for this quiet intersection.	Council is just installing a give way sign and associated line marking without any concrete blisters.

<b>ITEM 4.2</b>	<b>WHISTLER STREET, MANLY - KEEP CLEAR MARKINGS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/668695</b>
<b>ATTACHMENTS</b>	<b>1 Whistler Street, Manly - Plan</b>

**GEOCODES:** -33.797321, 151.285456

## **REPORT**

### **BACKGROUND**

The Whistler Street carpark is heavily used by drivers visiting the Manly CBD. During peak periods, and particularly during major events, access to and from the carpark can often be inhibited by vehicles queued on Whistler Street. During the recent Manly Jazz Festival vehicles were, at times, unable to exit the carpark due to gridlock conditions southbound on Whistler Street with vehicles trapped in the carpark by traffic queued across the carpark exit point. Council's Manager, Parking Operations has requested measures to improve carpark egress.

### **LOCATION**

The Whistler Street carpark is sited east of Whistler Street, between Raglan Street and The Corso, in the heart of the Manly CBD. The exit point from the carpark is at its northern end.

### **ISSUES**

- At peak traffic periods in the Manly CBD traffic conditions on Whistler Street can become highly congested. Much of this traffic is associated with vehicles seeking to access parking in the Whistler Street carpark.
- Vehicles queued in Whistler Street seeking to access the Whistler Street carpark can, at peak times, queue back and block egress from the carpark. As vehicles are unable to exit the carpark, the queue cannot clear and gridlock conditions can result.
- The vast majority of traffic exiting the carpark is seeking to turn right to access Sydney Road and Belgrave Street. The introduction of Keep Clear markings and Do Not Queue Across Intersection signage will assist in allowing more free flowing egress from the carpark for this traffic.

The introduction of Keep Clear markings at this location would be in accordance with the Roads and Maritime Services (RMS) warrant for the introduction of such markings as outlined in section 9.3.2.3 of the RMS Delineation Guideline which allows such markings where right turn movements from carparks are blocked by queued traffic.

### **CONSULTATION**

Consultation has not been undertaken in regards to this matter given that no adverse impacts on adjacent premises will result. However, RMS have been consulted and advised that both KEEP CLEAR and Do Not Queue Across Intersection markings are not delegated to Council for installation. Therefore a request will be made to the RMS to install the signs and markings.



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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports Council writing to the Roads and Maritime Services (RMS) and requesting the installation of Keep Clear markings and G9-237 Do Not Queue Across Intersection signage on Whistler Street, Manly, across the exit point from the Whistler Street parking station.

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PROPOSAL

Whistler Street, Manly  
Keep Clear markings

Drawn JB

Approved

ISM No.



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<b>ITEM 4.3</b>	<b>BOONDAH ROAD, WARRIEWOOD - TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/669888</b>
<b>ATTACHMENTS</b>	<b>1 Boondah Road, Warriewood - Plan</b>

**GEOCODES:** -33.696036, 151.299262

## REPORT

### BACKGROUND

Council has received a request from the Peninsula Bridge Club to extend the existing sections of 5 hour parking restrictions (8:30am-6:00pm Everyday) in Boondah Road to Boondah Depot, Warriewood.

Council previously approved 5 hour parking restrictions (8:30am-6:00pm Everyday) in Boondah Road (both sides) between the second raised pedestrian crossing north of Jacksons Road and the Boondah Road/Jacksons Road roundabout, to prevent long term commuter parking in the area and overflow parking by shoppers from Warriewood Square. This was also to ensure that accessible parking is available for users of the Community Centres. The Nelson Heather carpark has the same restrictions on weekdays; however, the parking restrictions were changed to allow unrestricted parking on the weekends where longer term parking is required for weekend events.

### LOCATION

- Boondah Road is a collector road with a 50km/h speed limit connecting Jacksons Road to Macpherson Street. The section of Boondah Road under consideration is located within a designated High Pedestrian Activity Area which has a reduced speed limit of 40km/h
- The Nelson Heather Centre is located in Jacksons Road on the eastern side of Boondah Road, with the Ted Blackwood Narrabeen Youth and Community Centre located on the western side
- The Boondah Reserve/Sporting Fields are located on both sides of Boondah Road, directly north of the Nelson Heather Centre and Ted Blackwood Narrabeen Youth and Community Centre.
- The Warriewood Square Shopping Centre (northern side) and the Warriewood Valley Sportsground (southern side) are located further west along Jacksons Road
- The timed parking restrictions, '5P 8:30am – 6:00pm Everyday' apply to the section of Boondah Road between the second raised pedestrian crossing north of Jacksons Road and the Boondah Road/Jacksons Road roundabout. The remaining section of 90° angle parking north to Boondah Depot is currently unrestricted
- The bus route for special event buses runs along Boondah Road.

### ISSUES

- The Nelson Heather Centre and Ted Blackwood Narrabeen Youth and Community Centre both contain a main hall and meeting room and are suitable for functions, classes, meetings, workshops and exhibitions
- The Nelson Heather Centre adjoins the Northern Beaches Interchange and incorporates the Peninsula Bridge Club under the same roof. The Nelson Heather Centre is fully accessible with limited onsite parking
- The Peninsula Bridge Club meets from Monday to Saturday with morning, afternoon or evening sessions depending on the day of the week. The Club can accommodate up to 40 bridge tables,

and holds a number of weekend congresses each year which attracts hundreds of participants, with a large proportion of elderly members requiring parking close to the facilities

- The Peninsula Bridge Club encourages players to car-pool with fellow players, or to consider using public transport or the KEORIDE service, as the demand for parking may be difficult especially during the large Wednesday and Friday afternoon sessions
- The construction of the Warriewood B-Line Commuter carpark provides parking facilities for users of the bus service; however, some commuters may still prefer to park in Boondah Road as the location is more convenient for their home journeys
- Council's Park Assets Business Unit raised concerns regarding suggestions to restrict a large portion of the on-street parking in Boondah Road to accommodate a specific user group, noting the impact to users of the playing fields as well as other users in the area
- It is proposed that a section of '5P 8:30am-6:00pm Everyday' restrictions be installed in Boondah Road (both sides), between the second raised pedestrian crossing and Narrabeen Creek, which would still provide additional timed parking and turnover for users of the Community Centres, as well as other users in this part of Warriewood.

## CONSULTATION

Consultation was undertaken with Council's Park Assets Business Unit regarding the impact to users of the playing fields. No additional consultation was undertaken as the proposed restrictions only front Council Reserves, and not residential properties.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposal to install '5P 8:30am-6:00pm Everyday' restrictions in Boondah Road (both sides), Warriewood, between the second raised pedestrian crossing and Narrabeen Creek.

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## PROPOSAL



BOONDAH ROAD, WARRIEWOOD  
'5P 8.30AM-6PM EVERYDAY' RESTRICTIONS

Drawn RK

Approved *P. Devo* ISM No.



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<b>ITEM 4.4</b>	<b>COBB STREET AND SYLVIA PLACE, FRENCHS FOREST - PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/665285</b>
<b>ATTACHMENTS</b>	<b>1 Sylvia Place and Cobb Street, Frenchs Forest - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.748750, 151.227542

## **REPORT**

### **BACKGROUND**

Council is currently investigating parking and traffic conditions on local streets around the recently constructed Hospital site. The road width of Cobb Street and Sylvia Place, Frenchs Forest, is limited which poses difficulties for drivers trying to pass each other especially when vehicles are parked on both sides of the street near the intersections with Frenchs Forest Road West.

To improve the safety and traffic flow near the intersections Council is proposing to install 20m dividing barrier lines on Cobb Street and Sylvia Place from the intersections with Frenchs Forest Road West. This proposal will remove the parking on both sides of the street near the intersections which will improve the visibility of upcoming vehicles.

### **LOCATION**

- Cobb Street and Sylvia Place are local streets in the Sydney Hierarchy Plan and carry a relatively low volume of traffic in keeping with its local classification
- The section of the street under consideration has a pavement width of approximately 7m
- Both streets are side streets along Frenchs Forest Road West, which is still under construction as a part of the Northern Beaches Hospital Road Connectivity and network enhancement Project.

### **ISSUES**

- When vehicles are parked on both sides of the street it allows only one car to pass through which creates a safety hazard near the intersection
- Parking demand around the Northern Beaches Hospital is expected to be higher once the hospital opens. This proposal will help to reduce congestion near the intersections.

### **CONSULTATION**

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of dividing barrier lines on Cobb Street and Sylvia Place for 20m from the intersections with Frenchs Forest Road West, Frenchs Forest.

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### PROPOSAL

Sylvia Place and Cobb Street, Frenchs Forest  
Parking Restriction

Drawn SP Approved *P. Deon* ISM No.



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### Table of Consultation

<b>Properties Consulted</b>	16
<b>Responses Received</b>	1
<b>Support</b>	1
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Traffic Flow	A resident requested to remove the parking on one side of the entire street to ease the traffic.	Both streets are local street and one trafficable lane is considered appropriate on street with low volume traffic. As the street has high parking demand, more parking will not be removed.



<b>ITEM 4.5</b>	<b>192 AVALON TO STOKES POINT (LOOP SERVICE), AVALON BEACH - BUS ROUTE IMPROVEMENTS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/459370</b>
<b>ATTACHMENTS</b>	<b>1 Patrick Street and George Street, Avalon Beach - Plans</b> <b>2 Table of Consultation</b> <b>3 Patrick Street and George Street, Avalon Beach - Site Photographs</b>

**GEOCODES:** -33.624207, 151.326764, -33.624752, 151.328677,  
-33.626021, 151.329978, -33.625320, 151.329286

## 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), Avalon Beach, which affects the bus service.
- At the Northern Beaches Council Local Traffic Committee meeting held on 1 May 2018, Council adopted a number of recommendations including the installation of Bus Zones at existing bus stops, and 'No Parking 7:00am-5:00pm Everyday' restrictions on one side of Riverview Road and Cabarita Road to improve access and safety issues along these roads. However, no changes were proposed for Patrick Street until further investigations were carried out to consider a redirection of the bus route along George Street.
- The State Transit Authority (STA) conducted a bus trial along George Street, advising that the new route would reduce the likelihood of disruptions and accidents, and would be preferable to the existing service along Patrick Street. Council commenced consultation on a proposal to redirect the bus route from Patrick Street to George Street, which was limited to only the residents in the area directly affected by the relocation of the existing bus stops in Patrick Street to the new proposed bus stop locations in George Street.
- Council subsequently decided to investigate a number of bus improvement options for consideration by the local community. Consultation was undertaken seeking comments and feedback on their preferred option. The options included the following:
  - **Option 1: Existing Patrick Street Route - Proposed 'No Parking 7:00am-5:00pm Everyday' restrictions**  
Proposed 'No Parking 7:00am-5:00pm Everyday' restrictions on one side of the road, between Therry Street and Joseph Street (southbound) and Bus Zone restrictions to formalise existing bus stop. Nett loss of ten on-street car park spaces.
  - **Option 2: George Street Route (2 Bus Stops) - Proposed Bus Stops outside No.32 & 56**  
Redirection of existing bus route along George Street, between Therry Street and Elvina Avenue. Relocation of two bus stops and provision of Bus Zones. Six car park spaces lost on George Street due to the creation of two bus stops.
  - **Option 3: George Street Route (1 Bus Stop) - Proposed Bus Stop outside No.42**  
Redirection of existing bus route along George Street, between Therry Street and Elvina Avenue. Provision of one consolidated bus stop and Bus Zone located where the road is approximately 10m wide. Three car park spaces lost on George Street due to the creation of new bus stop.

## LOCATION

- The existing 192 Loop Service is a regular bus service which connects Stokes Point to Avalon via Cabarita Road, Patrick Street, William Street and George Street, Avalon Beach.
- Patrick Street has a 50km/h speed limit and road width of approximately 7.5m between kerbs. Parking is generally unrestricted along Patrick Street, except for the statutory 'No Stopping' 20m before and 10m after a bus stop, and 'No Stopping' 10m from an intersection.
- The section of George Street under consideration is located between Joseph Street and Elvina Avenue, which has a road width of approximately 8m between kerbs. There are a number of traffic facilities installed along George Street which narrows the road; however, parking is not permitted at these locations. Parking is also prohibited within 3m of the dividing barrier lines which have been installed along the bend and the approaches to traffic facilities.

## 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. This route is also used by the 715N Barrenjoey High to Avalon Public School bus service, which only runs once in the morning during school days.
- 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 parking issues also affect access for larger vehicles which includes emergency services, construction trucks and delivery vehicles.
- The STA previously 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. Council approved and installed Bus Zones and introduced 'No Parking 7:00am-5:00pm Everyday' restrictions on one side of Riverview Road and Cabarita Road to address access and safety issues.
- The Barrenjoey Swim School is located at No.53 Patrick Street and operates between 7:30am-6:30pm Monday to Friday, resulting in a high demand for on-street parking in the area. Parked vehicles on both sides of the road narrow the overall road width which frequently affects bus access along this section of road.
- The parking of trailers by residents and other home businesses operating in Patrick Street further reduces the road width and the availability of on-street parking.
- The STA has reviewed the feasibility of operating buses along George Street to bypass Patrick Street, south of Therry Street, and do not have any concerns with access along this route or require additional parking restrictions in George Street. The STA has recommended that two of the bus stops in Patrick Street be relocated to George Street, and that the existing bus stop in Elvina Avenue be removed.
- The bus stop locations for the proposed options are within the STA requirements of 400m between bus stops.
- Following consideration of all comments and option preferences received during the consultation period it is recommended that Option 1 for 'No Parking 7:00am-5:00pm Everyday' restrictions be introduced on one side of the road, between Therry Street and Joseph Street (southbound), to maintain regular bus services for the public and improve safety and access along the bus route.
- Option 1 was supported by half of all respondents and requires the least change and overall impact to the local community. There is an existing customer base and familiarity by users for the existing bus service and does not require any changes to bus stop locations. Similar restrictions were implemented along sections of Riverview Road and Cabarita Road which have greatly improved access for buses and larger vehicles travelling through the area.

## CONSULTATION

- Consultation letters have been distributed to 442 properties within the immediate vicinity of the location (refer Attachment 1 - Distribution Plan) providing notification of the proposed changes and 430 emails from a targeted Avalon stakeholder list on the Community Engagement Register were also sent inviting the local community to provide feedback on Bus Improvement Options for the 192 Avalon to Stokes Point (Loop Service). The responses are noted in Attachment 2 – Table of Consultation.
- Respondents were requested to make submissions online using a specified weblink where they could view the plans, select a preferred option and provide comments. A project information board was also installed outside the Barrenjoey Swim School to inform customers of the proposals and the opportunity to make submissions online.
- The online survey was open for submissions between Friday 31 August and Monday 1 October 2018. However, a number of written submissions were received during the consultation periods which were also considered.
- Half of the total submissions received indicated a preference for Option 1, which was to keep the existing bus route along Patrick Street with the introduction of 'No Parking 7:00am-5:00pm Everyday' restrictions on one side of the road (southbound), between Therry Street and Joseph Street. The redirection of the bus route along George Street was supported by 28% of respondents preferring Option 2 for two bus stops, and 16% for Option 3 for one bus stop. In general, residents located in the affected section of Patrick Street supported Option 2, and similarly residents in George Street supported Option 1.

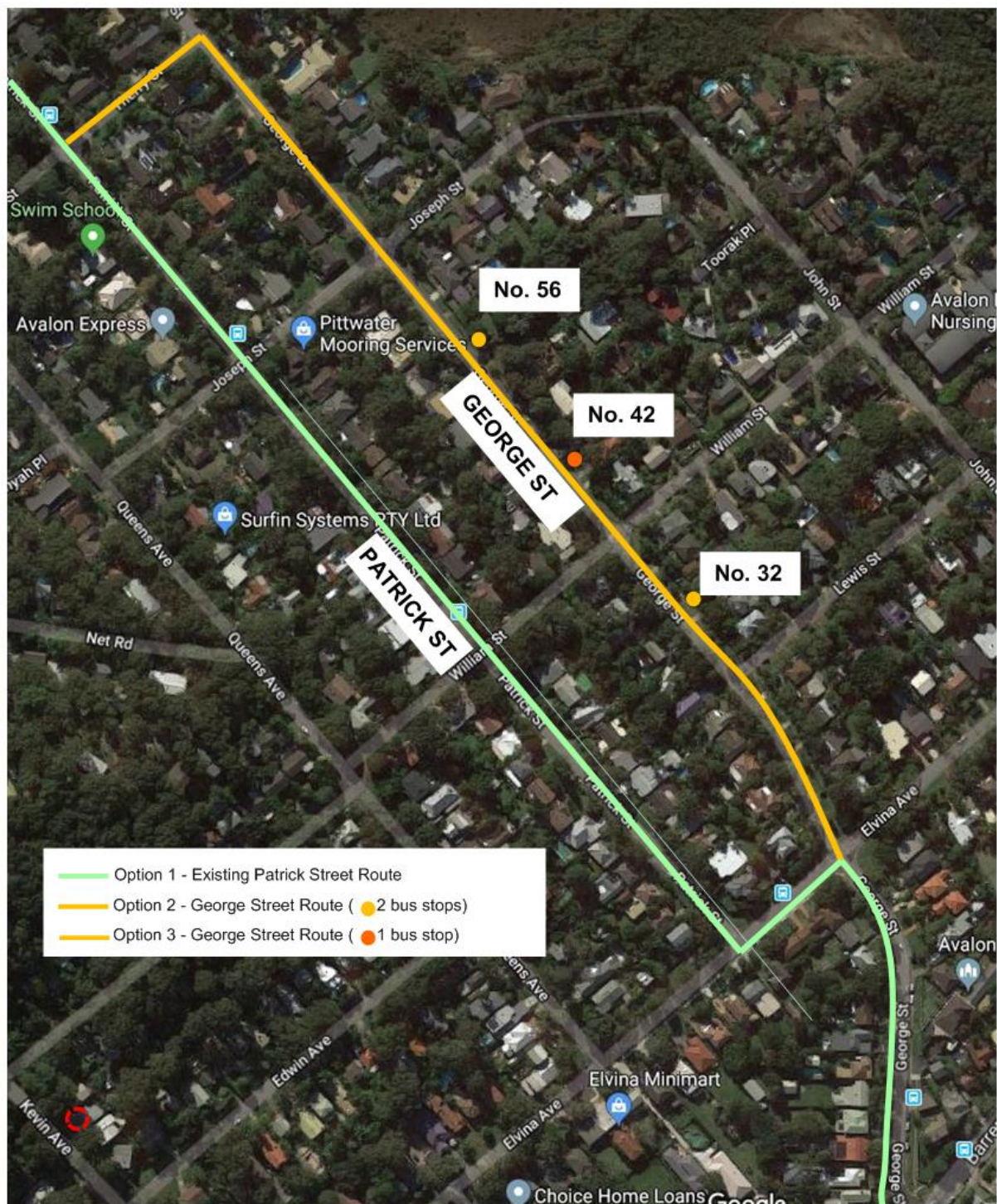
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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in Patrick Street, between Therry Street and Joseph Street, Avalon Beach, to improve safety and access along the 192 Avalon to Stokes Point (Loop Service):

- A. Installation of statutory 10m 'No Stopping' restrictions at the north-east corner of Patrick Street and Joseph Street.
  - B. Installation of Bus Zone restrictions 20m from the 'No Stopping' restrictions.
  - C. Installation of 'No Parking 7:00am-5:00pm Everyday' restrictions, from south of the driveway to No.62 Patrick Street to the start of the new Bus Zone.
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## PROPOSAL

192 AVALON TO STOKES POINT (LOOP SERVICE) – OPTIONS PLAN  
SHEET 1 OF 1

Drawn RK

Approved *P. Dean*




ISM No.



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PROPOSAL		
	OPTION 1 – EXISTING PATRICK STREET ROUTE PROPOSED 'NO PARKING 7AM-5PM EVERYDAY' RESTRICTIONS SHEET 1 OF 1	
	Drawn RK	Approved  ISM No.
	 northern beaches council	





## PROPOSAL

OPTION 2 - GEORGE STREET ROUTE (2 BUS STOPS)  
PROPOSED BUS STOP OUTSIDE NO.56 GEORGE STREET  
SHEET 1 OF 2



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Drawn RK

Approved *P. Devo* ISM No.





## PROPOSAL



OPTION 2 - GEORGE STREET ROUTE (2 BUS STOPS)  
PROPOSED BUS STOP OUTSIDE NO.32 GEORGE STREET  
SHEET 2 OF 2



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Drawn RK Approved *P. Deen* ISM No.





## PROPOSAL

OPTION 3 - GEORGE STREET ROUTE (1 BUS STOP)  
PROPOSED BUS STOP OUTSIDE NO.42 GEORGE STREET  
SHEET 1 OF 1

Drawn RK

Approved *P. Devo* ISM No.





Consultation Distribution Map



## Table of Consultation

	Preferred Option	%
Option 1: Existing Patrick Street Route - Proposed 'No Parking 7am-5pm Everyday'	94	50%
Option 2: George Street Route (2 Bus Stops) - Proposed Bus Stops outside No.32 & 56	53	28%
Option 3: George Street Route (1 Bus Stop) - Proposed Bus Stop outside No.42	31	16%
Option 4: Not sure	5	3%
Option 5: None of the above	5	3%
<b>TOTAL</b>	<b>188</b>	<b>100%</b>

Issue	Resident Comment	Council Response
Option 1: Existing Patrick Street Route - Proposed 'No Parking 7am-5pm Everyday'	- Patrick Street is a busy thoroughfare. There are a number of businesses operating from homes causing congestion. This is a much busier street than George Street as a more direct route to Barrenjoey Road, Avalon and beyond. Patrick Street should be parking on one side only.	- The parking restrictions on the east side of the road would provide a clear traffic lane and access especially for buses and larger vehicles.
	- George Street is dangerous enough without adding additional bus traffic. Given existing congestion and narrowing of passages owing to double sided on street parking, moving the bus route along George Street will simply be moving the problem to a new street, not creating a solution. Option 1 creates a SOLUTION.	- The STA has reviewed the feasibility of operating buses along George Street to bypass Patrick Street south of Therry Street, and do not have any concerns with access along this route.
	- Bus turning into Therry St highly dangerous as well as the blind section between Lewis and Elvina.	



Issue	Resident Comment	Council Response
<p>Option 1: Existing Patrick Street Route</p> <p>- Proposed 'No Parking 7am-5pm Everyday'</p>	<p>- There are two box trailers that have not moved from the kerb for at least 2 years.</p>	<p>Council's Rangers within their available resources, regulate the parking of trailers/boats/caravans on public roads under the Impounding Act, which was amended to give councils the powers to do this. These laws allow a Council to commence impounding action if they have not moved for at least 28 days.</p>
	<p>- It is unfortunate that 2 commercial businesses in Patrick St (Swim school and Gardening business) are using the public street for either clients to park or to park their own equipment (multiple trailers). I would expect a commercial business operating out of a suburban street to provide adequate facilities (off street parking) so as not to disadvantage local residents - either in their own street or in surrounding streets.</p>	<p>- Council's Building Control Business Unit is currently undertaking investigations to determine whether existing home businesses in Patrick Street are able to operate as Exempt and Complying Developments.</p>
	<p>- As an alternative to the 'No Parking 7.00am - 5.00pm', parking could be restricted to 'Motor Vehicles Only', This would resolve the problem of lack of car parking caused by the near permanent parking of multiple trailers in the area concerned.</p>	<p>- Council is currently trialling the introduction of 'No Parking Motor Vehicles Excepted' signs at a number of selected sites, generally near Council Reserve's and industrial areas where there has been a history of trailer parking. A review will be undertaken after the end of the trial, and if proven successful may be expanded to other problem areas.</p>
	<p>- Least disruptive option. Most houses along Patrick St have plenty of room to park in their own driveways/properties, so loss of street parking on one side is not a big issue.</p> <p>- People need to learn to park their cars and trailers and boats on their own property and not make the already narrow streets so dangerous by parking on both sides.</p>	<p>- Council agrees that owners should be responsible for the storage of their vehicles and trailers on their private property, however registered vehicles less than 7.5m in length or have a Gross Vehicle Mass (GVM) less than 4.5 tonnes are permitted to park on the road unless otherwise indicated by a parking control sign.</p>
	<p>- The Patrick St route gives greater access to the service for people living in Queen, William, Net, Cannes, Edwin Streets etc then from George St with only John Street residents benefiting.</p>	<p>- The existing bus route along Patrick Street is more central to serve the catchment area, however current patronage levels are still considered low in terms of bus patronage.</p>

Issue	Resident Comment	Council Response
Option 1: Existing Patrick Street Route - Proposed 'No Parking 7am-5pm Everyday'	<p>- Option 1 maintains the existing status quo while allowing for better traffic flow to facilitate the buses being able to negotiate Patrick Street safely.</p> <p>- Why impose upon a new group of residents when there is a solution within the existing service?</p> <p>- Residents of George Street who purchased property, did so on the basis that there was no public bus route in the street. Residents of Patrick Street who purchased property, did so knowing that there was a public bus route in the street.</p>	<p>- Option 1 requires the least change and overall impact to the local community and would be the simplest to implement. The bus stop locations remain the same and there is an existing customer base and familiarity by users for the service.</p>
Option 2: George Street Route (2 Bus Stops) - Proposed Bus Stops outside No.32 & 56	<p>- I agree that Patrick st is a dangerous route as it is so narrow. George st is more direct and safer with footpath available.</p>	<p>- George Street is generally wider than Patrick Street and has overall better infrastructure, including a footpath on one side of the road and a number of traffic facilities installed along the route.</p>
	<p>- Concerns with safety along the narrow section of road between William St and Elvina Avenue</p>	<p>- Existing dividing barrier lines have been installed along the curved section of road to create no-overtaking zones. The road width also prohibits parking adjacent to the dividing barrier lines. The STA has tested the proposed George Street route and indicated their preference over the existing service route. The STA supports the changes which would reduce the likelihood of disruptions and accidents to their service.</p>
	<p>- Prefer Option 2 because it is closer to the original spacing of bus stops, and loses a more moderate number of parking spaces than the proposed parking ban on Patrick St. More convenient for carrying shopping compared to Option 3.</p>	<p>- Option 2 involves relocating the bus route to run along George Street with similar bus stop provisions. It should be noted that the bus stops are relatively close being less than 200m apart.</p>
	<p>- The new bus stop located outside No.56 will create excessive noise pollution from braking and accelerating from the bus stop</p>	<p>- This section of George Street has existing traffic calming measures located along the road to reduce traffic speeds, minimising sudden acceleration and deceleration. The proposed bus stop is located downstream from a roundabout, and midway between a traffic calming device, where buses are already required to slow on approach to the intersection.</p>

Issue	Resident Comment	Council Response
Option 3: George Street Route (1 Bus Stop) - Proposed Bus Stop outside No.42	- George street is a much more logical route given the narrowness of Patrick Street. One bus stop should be enough	- Option 3 for 1 bus stop location lies within the STA requirements of 400m between bus stops. This proposal would also have the least impact on on-street car parking with the loss of 3 car park spaces to accommodate the Bus Zone. The proposed Bus Zone location outside No.42 is also conveniently positioned in a wider section of road south of an existing traffic calming device where a bus is able to pickup/dropoff passengers without obstructing through traffic.
Emergency access	- It's not only buses that have a problem getting down urban streets, it's all large vehicles - no doubt fire-emergency vehicles included. I have witnessed many situations where drivers of large vehicles have had to ask for cars to be removed to allow passage in the middle of the road.	- The proposed restrictions in Option 1 would be beneficial for the bus route where buses currently experience difficulties in Patrick Street but would also improve access for larger vehicles; which include emergency services, construction trucks and delivery vehicles.
Traffic speed	- Suggest reducing the speed limit on Patrick street to 40km/h. Existing speed hump outside No.39 is ineffective with noise issues from tradies travelling over at speed. Maybe a chicane or some clever streetscaping.	- The Roads & Maritime Services (RMS) is the responsible authority for the determination of speed limits. However the options for traffic calming in residential streets are limited and generally have unfavourable impacts. The provision of speed humps are ineffective unless installed at regular intervals and have noise implications. Alternative measures such as road narrowing or chicanes would require the removal of parking.
Smaller buses	- Should keep existing route and use a smaller bus (community bus) to service the area due to low patronage and narrow, winding streets.	- The STA is responsible for the operations of buses in Sydney, and this suggestion has been forwarded to the STA for consideration and review of service levels.





Patrick Street looking south towards Joseph Street



Patrick Street looking north towards Therry Street – Existing Bus Stop outside No.6 Joseph Street



George Street looking north towards Joseph Street – Proposed new Bus Stop outside No.56



George Street looking north towards William Street – Proposed new Bus Stop location outside No.32





George Street looking south towards William Street – Proposed new Bus Stop outside No.42



George Street looking north towards Joseph Street – Proposed new Bus Stop outside No.42



## 5.0 MATTERS FOR NOTATION

<b>ITEM 5.1</b>	<b>EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES FOR VARIOUS STREETS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/668369</b>
<b>ATTACHMENTS</b>	<b>1 Meet Your Street Events - Traffic Control Plan</b>

**GEOCODES:** Various

### REPORT

#### BACKGROUND

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

#### LOCATION

The requested locations for the temporary road closures are as follows:

- (i) Pacific Parade, Manly - between No.s 24 & 52 on Saturday 15 December between the hours of 4:00pm and 8:00pm.
- (ii) Lombard Street, Balgowlah - between Woodland Street North and West Street on Saturday 8 December between the hours of 4:00pm and 8:00pm.
- (iii) Golf Parade, Manly - between No.s 1 & 35 on Saturday 1 December between the hours of 4:00pm and 8:00pm.
- (iv) Bellevue Street, Fairlight - between Sydney Road and Hilltop Crescent on Saturday 8 December between the hours of 12:00pm and 4:00pm
- (v) Sandra Place, Seaforth – between Castle Circuit and end of cul-de-sac on Sunday 2 December between the hours of 5:00pm and 8:00pm

#### ISSUES

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

- The roads function as local roads with low traffic volumes
- There are no bus service routes that run along the requested road sections
- Alternative routes are available for through traffic and connecting roads
- There have been no recorded accidents along these road sections within the last five years
- The temporary road closures are to be held on a Saturday or Sunday afternoon or evening when traffic impacts will be minimal and of a non-critical nature
- Access for pedestrians and cyclists and emergency vehicles will be maintained and the temporary road closures will be managed in accordance with the TCP. The standard street party conditions must also be adhered to in conjunction with the TCP.

**CONSULTATION**

The street party organiser in each case is required to distribute a notification/invitation to all residents of the impacted section of the street regarding the event as detailed in the standard conditions for the events.

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

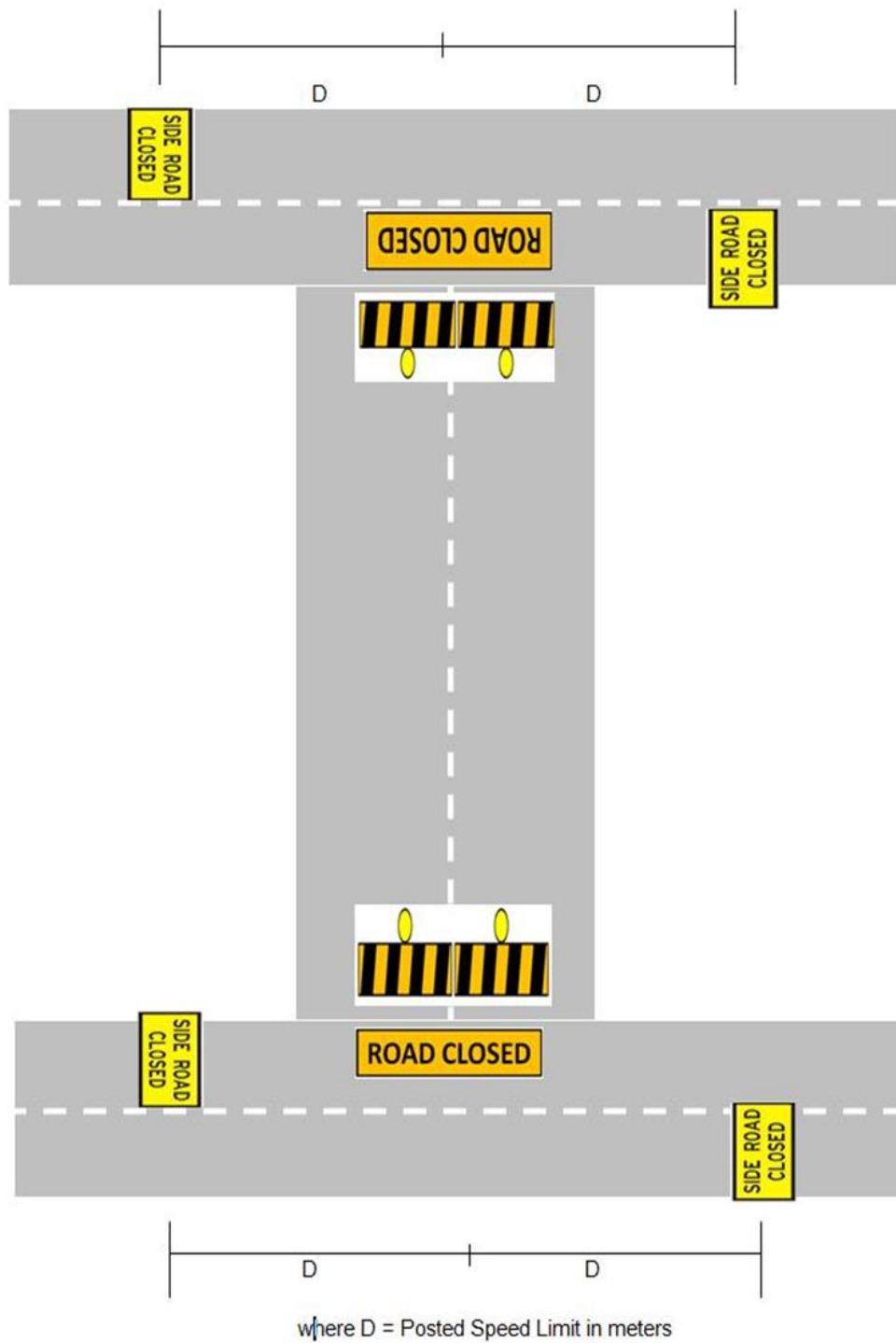
A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are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

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

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

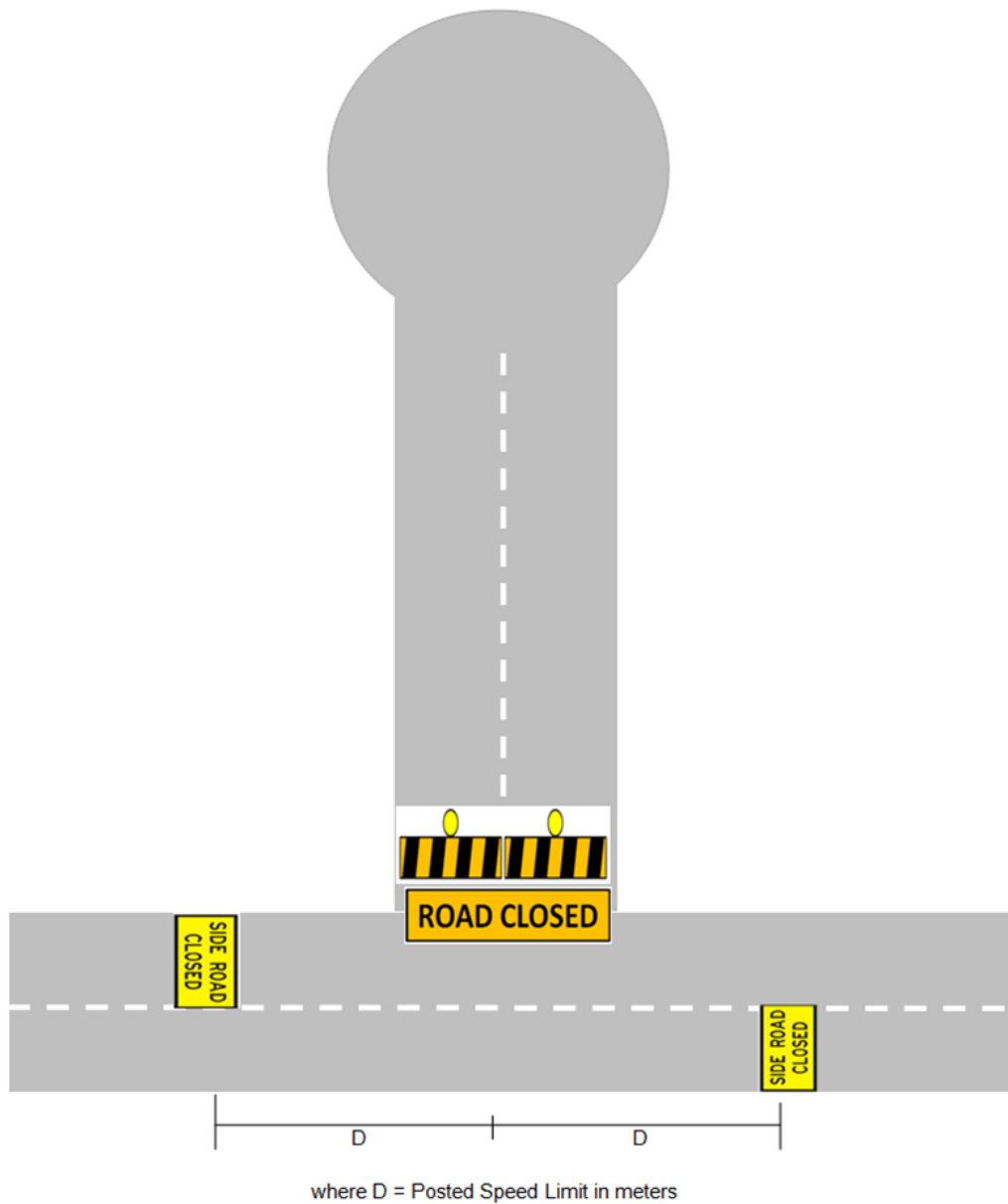
***Table 1: Signing Schedule***

Depending on the type of street (*open-ended* or *cul-de-sac*), one of the following standard TCPs must be used:-



Standard Traffic Control Plan (TCP) No. 1





**Standard Traffic Control Plan (TCP) No. 2**

**NOTES:**

1. All persons working on road must wear visibility vests or jackets as specified in the RTA's OH&S manual.
2. All signs must be approved Australian Standard Signs appropriate for right use.
3. The temporary road closure should be carried out in conjunction with the attached

conditions and requirements.

## II. STANDARD CONDITIONS

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

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

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

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

this to Council's Insurers to confirm cover for event

8. The funding and coordinating of promotion of program and supply amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

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

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