


# 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 4 DECEMBER 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	Ms Lisa Nagle
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 Craig Sawyer
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Patrick Bastawrous
Traffic Engineer	Mr Shankar Pandey
Traffic Engineer	Mr Velsamy Sankaran
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Fernando Rios
Traffic Officer	Mr Brian Duong
Ranger Coordinator	Mr Scott Anderson
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Transport Support Officer	Ms Lisa Monk
Engineering Intern	Ms Nafisa Nishandar

## **Visitors**

Nil

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

**to be held on Tuesday 4 December 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 6 November 2018	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION.....</b>	<b>5</b>
4.1	Golf Avenue, Mona Vale - Timed Parking Restrictions .....	5
4.2	Pitt Road, North Curl Curl - Timed Parking Restrictions.....	11
4.3	Carew Street, Dee Why - No Stopping Restrictions .....	16
4.4	Pittwater Road and May Road, Dee Why - No Stopping Zone.....	18
4.5	Pittwater Road and Jendi Avenue, Bayview - Intersection Upgrade .....	22
4.6	Maretimo Street, Balgowlah - Marked Pedestrian Crossing .....	25
4.7	Manly Vale Public School - Raised Wombat Crossing .....	30
4.8	Blackbutts Road, Frenchs Forest - Refuge Island .....	35
4.9	White Street, Balgowlah - Bus Zone Removal .....	40
4.10	The Strand, Dee Why - Temporary Road Closure .....	44
4.11	Northern Beaches Council Local Traffic Committee Meeting Dates for 2019 .....	54
<b>5.0</b>	<b>MATTERS FOR NOTATION</b>	
5.1	Event: Meet Your Street - Temporary Road Closures - various locations.....	55
5.2	Road Safety Projects 2018 - 2019.....	62

**NEXT MEETING Tuesday 5 February 2019**

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

### **2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 6 NOVEMBER 2018**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 6 November 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

### ITEM 4.1

### GOLF AVENUE, MONA VALE - TIMED PARKING RESTRICTIONS

REPORTING OFFICER      TRAFFIC ENGINEER

TRIM FILE REF          2018/721107

ATTACHMENTS          1 Golf Avenue, Mona Vale - Plan  
2 Table of Consultation

**GEOCODES:** -33.679280, 151.309417

### REPORT

#### BACKGROUND

Council has received a request from the Mona Vale Golf Club to review the parking restrictions in Golf Avenue, Mona Vale, as the impacts of long term parking affects the availability of parking for users of the facility.

#### LOCATION

- Golf Avenue is a local road and no through road with a 50k/h speed limit.
- The Mona Vale Golf Course is located on the southern side of Golf Avenue, and there is pedestrian access to Mona Vale Beach at the eastern end of the road.
- The Mona Vale Park and Ride facilities are located in Kitchener Park, accessed from Pittwater Road.
- Transport for NSW and Northern Beaches Council agreed to provide a commuter car park in the Beeby Reserve car park to support the operation of the B-Line service in Mona Vale. The commuter car park is located on the corner of Barrenjoey Road and Golf Avenue with access from the southern side of Golf Avenue. The Mona Vale Scout and Guides Hall are located adjacent to the car park.
- There is a separate parking area located opposite Beeby Reserve car park, on the northern side of Golf Avenue.
- Parallel parking applies on the northern side of Golf Avenue in front of residential properties (approximately 74 car spaces). The parking is mainly unrestricted except for a section of timed parking restriction '4P 7:00am-6:00pm Mon-Fri' between the driveway of No.s 4 - 10 Golf Avenue and Barrenjoey Road.
- On street parking on the southern side of Golf Avenue is predominantly 90° angle parking (front or rear to kerb vehicles under 6m only (approximately 136 car spaces). However, sections of parallel parking have been installed where there is insufficient road width for angle parking.

#### ISSUES

- There is a large demand for vehicle parking in the Mona Vale Commercial Centre, and the demand for parking in Golf Avenue has increased due to the introduction of the B-Line.
- Transport for NSW and Northern Beaches Council previously agreed to provide a commuter car park in Beeby Reserve car park to support the operation of the B-Line service at Mona Vale. The Beeby Reserve commuter car park has boom gates to facilitate Park and Ride, which provides customers with up to 18 hours free parking each day when using an Opal card on public transport.

- Parking usage in Golf Avenue is shared between residents, beach visitors, and users of nearby facilities including the Mona Vale Golf Course. Bus commuters also park in Golf Avenue and as an overflow parking area to the B-Line commuter car park in Beeby Reserve and the Mona Vale Park and Ride facilities in Kitchener Park.
- Council previously approved the introduction of timed parking '4P 7:00am - 6:00pm Mon-Fri' restrictions at the western end of Golf Avenue to provide shorter term parking for the area, which includes users of Beeby Reserve and nearby facilities and shopping areas. Works to convert existing four parallel car park spaces on the southern side of the road to provide ten 90° angle parking spaces are still to be completed.
- The Mona Vale Golf Club has written to Council requesting assistance, indicating that they can no longer provide the clubhouse facilities to community and social groups on competition days (Tuesdays, Wednesdays or Thursdays) because of the absence of available parking in and around the Club.
- Council is investigating a proposal to introduce a section of '6P 7:00am-5:00pm Everyday' timed parking restrictions fronting the Golf Club (approximately 35 car park spaces).

## CONSULTATION

- Council sent out a total of 299 letters to all properties in Golf Avenue providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 23 responses were received with 7 indications of support for the introduction of timed parking restrictions, and 16 objections. Additional submissions were also received from the Breast Cancer Support Group and the Pittwater Probus Club who both meet once a month at the Club and support the proposal.
- Most of the respondents who supported the proposal indicated that the section of timed parking spaces should be extended. Those residents who were sympathetic to the Golf Club believed that the proposal for 35 timed car park spaces was not enough to meet the requirements of the Golf Club and the facilities provided. Other residents were concerned that timed parking restrictions in front of the Golf Club would only relocate long term parking to the opposite side of the street and as a consequence also requested that similar 4 hour or 6 hour parking restrictions be introduced to the northern side of Golf Avenue.
- There was strong objection from the 16 residents who opposed the proposal, who believed that Council should consider the amenity of residents over casual recreational users and the Golf Club, and that the Golf Club should undertake their own measures to increase the availability of parking for their members. Suggestions include creating additional parking within their own grounds, encouraging car pooling to reduce the demand for on street parking, and providing a pick-up bus for their local members or community groups who use their facilities.
- Suggestions were also received for Council to convert sections of parallel parking to 90° angle parking and for the parking area to be sealed with individual spaces linemarked to maximise parking in front of the Golf Course.
- The Estia Health Mona Vale Aged Care Facility located at 50 Golf Avenue would like to keep the existing on-street parking unchanged. The facility has some on-site parking but not enough for all visitors and staff. Staff require 8 hours of parking per shift of 24 hours/7 days a week.
- Following consideration of all comments received during the consultation period, it is recommended that the proposed number of '6P 7:00am-5:00pm Everyday' restrictions near the Golf Club be reduced from 35 to 25 car park spaces. The amended proposal represents approximately 12% of the total 210 on-street car park spaces in Golf Avenue, and will be located in the parking area between the two driveways of the Golf Club.

- The proposal will improve the availability of parking in front of the Golf Club for members and users of the facility, which include a number of social groups. On-street public parking is available for anyone to use and the timed parking will also provide turnover of parking for residents and their visitors. It is also recommended that the Mona Vale Golf Club consider the provision of additional on-site parking within the facility and other measures to reduce parking demand.

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#### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The introduction of '6P 7:00am-5:00pm Everyday' restrictions between the driveways of the Mona Vale Golf Club (approximately 25 car park spaces), Golf Avenue, Mona Vale.
  - B. That the Mona Vale Golf Club consider the provision of additional on-site parking within the facility and other measures to reduce parking demand.
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## PROPOSAL

GOLF AVENUE, MONA VALE  
TIMED PARKING RESTRICTIONS

Drawn RK

Approved  ISM No.



northern  
beaches  
council

## **Table of Consultation**

<b>Properties Consulted</b>	299
<b>Responses Received</b>	23
<b>Support</b>	7
<b>Do Not Support</b>	16

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking demand	- As a resident it is becoming harder to obtain street parking as a result of commuters parking for the B-line, beach-goers and golfers, and I believe the parking restrictions proposed will make it even more difficult to obtain parking within close proximity to my residence.	- Council understands the demands for parking from different user groups and the proposed timed parking restrictions will provide some shorter term parking for visitors and users of nearby facilities, with the majority of the street remaining unrestricted.
Golf Club parking and suggestions	<p>- The Golf Club should be required to provide additional parking within their own grounds rather than seek to limit the "public" parking available within the immediate vicinity.</p> <p>- The Golf Club is a commercial property and a new carpark should be created on the council land which is in abundance and exclusively currently used by them</p> <p>- Golfers often arrive in separate vehicles and should car pool to reduce the demand on parking in the street.</p> <p>- Golf Club could also consider other alternatives, including perhaps a pick-up bus for their local members and community to minimise the parking required</p>	- Suggestions will be forwarded to the Mona Vale Golf Club for consideration. The provision of additional on-site car park spaces within the Golf Club will ensure that parking is designated for members and users of the facility.
Parking for residents	<p>- Street parking is often congested at the eastern end of Golf Avenue, especially during summer as a result of both golfing and beach visitors. The roads are there for us ALL to share, at all times of day or night. Local residents should not be subjected to any form of restriction to suit their purposes.</p> <p>- Most apartment blocks only accommodate 1 parking spot when the average household has 2 cars or more so most people are relying on street parking. Some older apartments have small garages not suitable for larger vehicles.</p>	- Parking for private vehicles remains the responsibility of the property owners. On-street public parking is available for anyone to use.

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking for residents	- Should provide Resident Parking Permits if timed parking restrictions are introduced.	- Resident parking schemes can only be approved by the RMS, and the situation in Golf Avenue does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could construct parking spaces on their private property, and there is unrestricted on-street parking available near their residence.
Parking for Estia Health Mona Vale Aged Care Facility	- The Nursing Home has some on-site parking but not enough for all visitors and staff. Staff require 8 hours of parking per shift 24 hrs/7 days a week.	- Businesses should provide adequate parking for visitors and staff, with on-street parking to be shared by all users.
Improvements to parking area	<p>- Changes to the parallel parking along Golf Avenue to 90 degree parking, would greatly enhance the parking availability.</p> <p>- The parking area alongside the golf course would be better utilized if the road surface was redone and then car parking lines implemented.</p>	<p>- The existing parallel parking in front of the Golf Club can not be converted to angled parking due to its location on the crest which has safety implications from reduced traffic sight distances. Works to convert existing four parallel car park spaces on the southern side of the road to provide ten 90° angle parking spaces are still to be completed.</p> <p>- Council may consider linemarking individual spaces as part of a future upgrade to the parking in the area.</p>
Additional parking for B-Line	- The NBC/NSW Government must provide substantially more parking in Mona Vale to accommodate commuters. The parking adjacent to the Kitchener Park Sports Centre needs to be redeveloped to create a double level, or even triple level, parking station on the site of the existing sports centre car park. This is no different to the redevelopment of the Warriewood carpark adjacent to Rat Park. The Northern Beaches Council and the NSW Government must become realistic and pragmatic in accepting that cars are a significant part of our transport system for the foreseeable future. The NBC Draft Move Transport Strategy is noble minded and idealistic rather than pragmatic in the medium term.	- Council understands the existing high demand for car usage, and is continually working with the State Government to reduce congestion and improve transport options through its Transport Strategy.

<b>ITEM 4.2</b>	<b>PITT ROAD, NORTH CURL CURL - TIMED PARKING CHANGES</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/698041</b>
<b>ATTACHMENTS</b>	<b>1 Pitt Road, North Curl Curl - Plan 2 Table of Consultation</b>

**GEOCODES:** -33.762810, 151.289363

## **REPORT**

### **BACKGROUND**

Council has been approached by shopkeepers in the North Curl Curl shopping strip on Pitt Road raising concerns about a lack of available parking and requesting changes to increase the supply of parking and improve turnover.

### **LOCATION**

The North Curl Curl shops are sited on the north side of Pitt Road between Playfair Road and Reid Avenue, North Curl Curl. The parking needs of the shops are currently served by 13 x 90° angle parking spaces of which 12 are zoned 1P (8:30am -5:30pm Mon-Fri and 8:30am to 12:00pm Sat) the other space is a disabled parking space. Other parking in the vicinity is unrestricted.

The shops are sited within 100m of the North Curl Curl Public School and within 300m of the John Fisher Netball Courts and Abbott Road Sports Fields.

### **ISSUES**

- Trading hours now extend beyond 12:00pm on Saturday and some extension of restrictions into Saturday afternoon would be appropriate. It is proposed that restrictions apply until 2:30pm on Saturdays
- Restrictions currently end at 5:30pm on weekdays. For consistency with most weekday restrictions the restrictions will be amended to finish at 6:00pm
- There are a number of business premises along the shopping strip, including a newsagent, butchers shop, bottleshop and bakery, which would generate parking needs of 15mins or less. It is proposed to introduce some 15min parking
- Some business premises would have clients requiring longer term parking such as the hairdresser, café and mortgage broker
- Shopkeepers report a lack of capacity at peak times and customers advising that they are unable to park nearby. It is proposed to introduce four additional time restricted spaces on the north side of Pitt Road, east of Playfair Road, zoned as 2P
- Residents have a need for some unrestricted parking and parking on the southern (residential) side of Pitt Road will remain unchanged
- A post box is present immediately west of the angle parking bays. To keep this area clear for mail purposes a 6m length of Mail Zone is proposed.

**CONSULTATION**

Consultation letters have been distributed to 21 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 following changes on the north side of Pitt Road between Playfair Road and Reid Avenue, North Curl Curl:




- A. Creation of 6 x 1P 90° angle parking spaces applying 8:30am to 6:00pm Mon-Fri and 8:30am to 2:30pm Sat.
  - B. Creation of 6 x 15minP 90° angle parking spaces applying 8:30am to 6:00pm Mon-Fri and 8:30am to 2:30pm Sat.
  - C. Retention of the existing 90° angle parking disabled parking space.
  - D. Creation of 4 x 2P parallel parking spaces applying 8:30am to 6:00pm Mon-Fri and 8:30am to 2:30pm Sat.
  - E. Creation of a 6m length of Mail Zone adjacent to the Post Box.
-



Existing restrictions



Proposed restrictions

	PROPOSAL		 northern beaches council
	Pitt Road, North Curl Curl Time restricted parking		
	Drawn JB	Approved 	



## Table of Consultation

<b>Properties Consulted</b>	21
<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>
Vehicles parking in the subject spaces in the evenings on Saturdays	Supports the changes but requested that restrictions apply until 8:00pm on Saturday	Not supported at this time as it may impact on weekend parking needs of nearby residents who have not opposed the current proposals. Extension of the restrictions further into the weekend can be considered at a later stage if found necessary

<b>ITEM 4.3</b>	<b>CAREW STREET, DEE WHY - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/749976</b>
<b>ATTACHMENTS</b>	<b>1 Carew Street, Dee Why - Plan</b>

**GEOCODES:** -33.756388, 151.289473

## **REPORT**

### **BACKGROUND**

Council received concerns from a resident about surface runoff hitting car tyres and overtopping the kerb and flowing into the property of 15 The Crescent, Dee Why. After investigation the kerb and gutter was reconstructed to a height of 200mm and the road surface was re-sheeted with the line marking to be reinstated. In addition, a 60m No Stopping unbroken yellow line is proposed to be installed on the bend of Carew Street, Dee Why, to enhance safety and to prevent vehicles from parking there and damaging their car doors which may hit the high kerb upon being opened.

### **LOCATION**

15 The Crescent and Carew Street, Dee Why

### **ISSUES**

The following issues have been identified:

- Vehicles often park on the bend which creates potential risks to road users
- Surface runoff hitting parked cars and overtopping the kerb and flooding into the property

### **CONSULTATION**

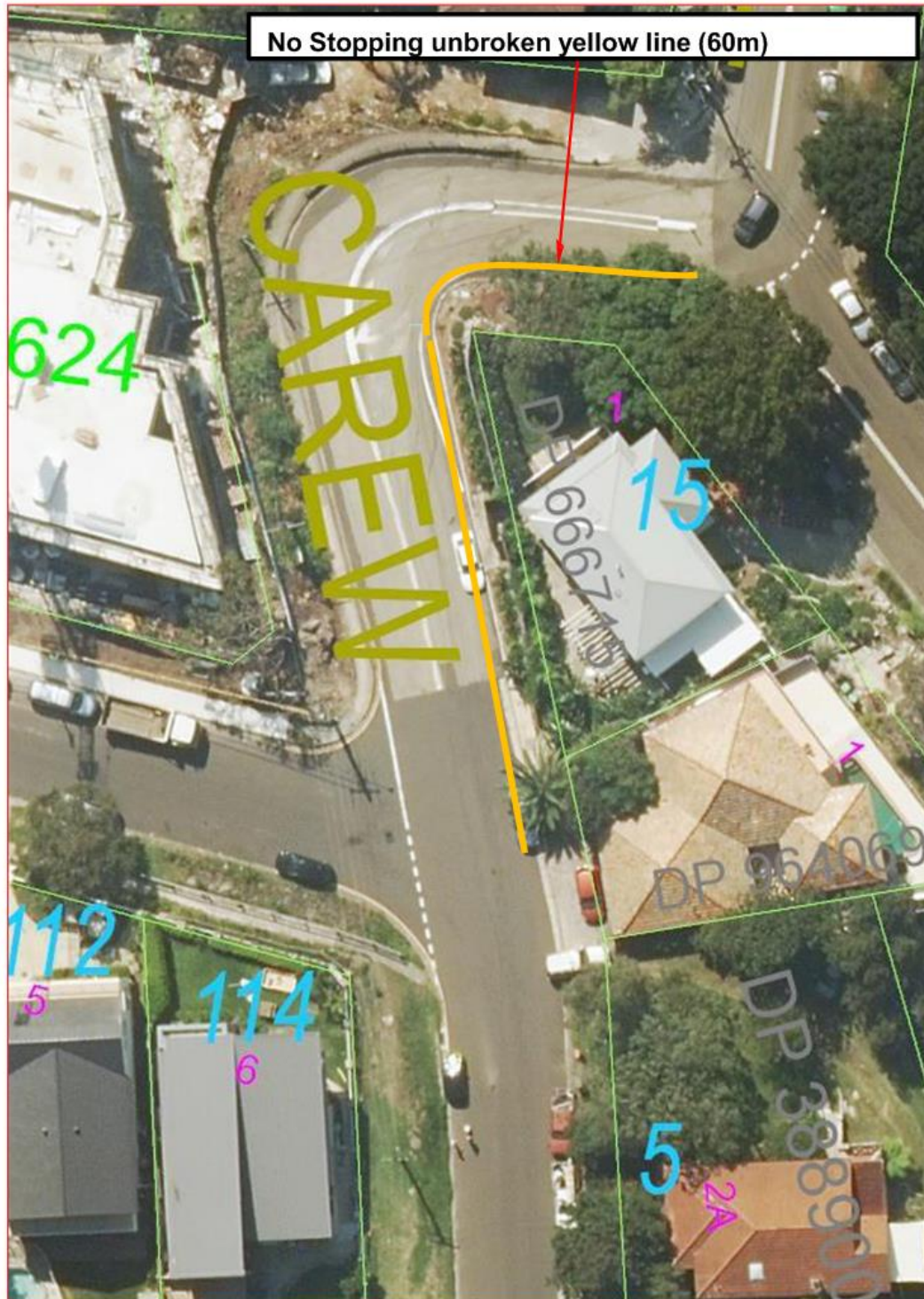
Public consultation was not necessary as no residents are affected by the proposal.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a 60m No Stopping unbroken yellow line on the bend of Carew Street, Dee Why, at property 15 The Crescent, Dee Why.

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## PROPOSAL

Carew Street, Dee Why  
No Stopping Restrictions

Drawn: VS

Approved *P. Dean*

ISM No.



northern  
beaches  
council

<b>ITEM 4.4</b>	<b>PITTWATER ROAD AND MAY ROAD, DEE WHY - NO STOPPING ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/674436</b>
<b>ATTACHMENTS</b>	<b>1 Pittwater Road and May Road, Dee Why - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.756371, 151.282138

## **REPORT**

### **BACKGROUND**

In February 2018 a fatal accident occurred between a vehicle and a pedestrian at the corner of May Road and Pittwater Road laneway, Dee Why.

The incident involved a garbage truck reversing up a narrow lane and colliding with a pedestrian who was walking in the laneway. The Pittwater Road laneway is a No Through Road with a width of 5m and has a footpath on the western side of the laneway. Vehicles parked in the laneway can impact the visibility of reversing service vehicles. Police and Council investigated the incident and location.

### **LOCATION**

Corner of Pittwater Road and May Road, Dee Why

### **ISSUES**

The laneway is too narrow for vehicles to park legally. Though 'No Stopping' and 'No Parking' zones are installed on the eastern side of the laneway, there are no signs on the western side of the laneway. Therefore, vehicles often park on the western side of the laneway and create hazards to road users.

The above issues can be improved by the following treatment:

- Extend the existing No Stopping unbroken yellow line on the western side of the laneway near 613 Pittwater Road around the corner up to the existing 'No Stopping (Left)' sign on southern side of May Road
- The proposed 'No Stopping zone' is 60m in length including a 'statutory no stopping zone'. As the street is narrow, the extension of the 'No Stopping zone' does not impact the legal parking spaces but rather improves safety and eliminates illegal parking
- Remove the unnecessary 'No Stopping (Left)' sign on southern side of May Road
- Install pedestrian and truck warning signs at the intersection.

### **CONSULTATION**

Consultation letters have been distributed to 163 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The extension of the existing No Stopping unbroken yellow line around the corner up to the existing 'No Stopping (Left)' sign on the southern side of May Road, Dee Why.
  - B. The removal of the unnecessary 'No Stopping (Left)' sign on southern side of May Road, Dee Why.
-



## PROPOSAL

Corner of Pittwater Road and May Road, Dee Why  
Extension of No Stopping Zone

Drawn: VS

Approved 

ISM No.



northern  
beaches  
council

### Table of Consultation

<b>Properties Consulted</b>	163
<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>
Overgrown Bushes	Supportive to the proposal and requests to maintain the overgrown Bushes.	Council regularly maintains bushes on the streetscape.

<b>ITEM 4.5</b>	<b>PITTWATER ROAD AND JENDI AVENUE, BAYVIEW - INTERSECTION UPGRADE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/721123</b>
<b>ATTACHMENTS</b>	<b>1 Pittwater Road and Jendi Avenue, Bayview - Plan</b>

**GEOCODES:** -33.657121, 151.294926

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding reduced traffic sight distances for vehicles exiting Jendi Avenue onto Pittwater Road, Bayview, due to the topography at the intersection.

### **LOCATION**

- The section of Pittwater Road under consideration is a Regional Road with a 50km/h speed limit. The sealed carriageway width varies from 7m on the approach to 13m at the intersection with Jendi Avenue.
- Jendi Avenue is a local road which intersects Pittwater Road as the stem of a 'T' intersection. There are no signposted controls or holding lines at the intersection.
- Jendi Avenue is a No Through Road which also provides access to properties in Valley Close and Pamela Crescent. There are 'No Stopping' signs installed on the approach to the intersection with Pittwater Road.
- Existing dividing barrier lines run along Pittwater Road, where parking is not permitted within 3m of the unbroken line.
- The 156 McCarrs Creek to Mona Vale service is a regular bus that operates along Pittwater Road.

### **ISSUES**

- Local residents have raised concerns regarding difficulties with visibility when exiting Jendi Avenue onto Pittwater Road, especially when undertaking right turn manoeuvres.
- Traffic sight distances from the intersection in Jendi Avenue are affected by the existing topography and alignment of the road.
- Council's Transport Network team has undertaken a review of the above location and proposes upgrades to the Pittwater Road/Jendi Avenue intersection to improve sightlines.
- The road pavement in Pittwater Road widens on the approach to the intersection with Jendi Avenue and it is proposed that an edgeline be installed to maintain the existing traffic lane widths through the intersection. The delineation and promotion of the 'Give Way' holding line closer to Pittwater Road will increase traffic sight distances at this location.
- It is considered reasonable that the request be granted as it will improve sightlines and traffic safety for vehicles exiting Jendi Avenue.

**CONSULTATION**

Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received at the time of reporting.




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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the proposal to upgrade the intersection of Pittwater Road and Jendi Avenue with the recommended delineation measures to improve sightlines and traffic safety for vehicles exiting Jendi Avenue, Bayview.

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	PROPOSAL		 northern beaches council
	PITTWATER ROAD & JENDI AVENUE, BAYVIEW INTERSECTION UPGRADE		
	Drawn    RK	Approved  ISM No.	

<b>ITEM 4.6</b>	<b>MARETIMO STREET, BALGOWLAH - MARKED PEDESTRIAN CROSSING</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/697551</b>
<b>ATTACHMENTS</b>	<b>1 Maretimo Street, Balgowlah – Plan 1</b> <b>2 Maretimo Street, Balgowlah – Plan 2</b> <b>3 Maretimo Street, Balgowlah – Table of Consultation</b>

**GEOCODES:** -33.796738, 151.255270

## **REPORT**

### **BACKGROUND**

In May 2018, the Traffic Committee considered a request for the introduction of a marked pedestrian crossing on Maretimo Street, north of Violet Street, Balgowlah. Vehicle and pedestrian traffic count data established that the location met the warrant for a marked pedestrian crossing and a concept for the installation of a pedestrian crossing was approved subject to a detailed design being presented to the Traffic Committee for final approval prior to construction.

### **LOCATION**

Maretimo Street, Balgowlah, lies on the eastern side of Balgowlah Boys High and connects with Sydney Road at its northern end. The main pedestrian entrance to the school is sited on Maretimo Street and many students cross Maretimo Street to access buses or to walk to/from points east of the school.

### **ISSUES**

- There are currently no pedestrian facilities serving the school on Maretimo Street
- The school is strongly supportive of a marked pedestrian crossing being introduced and has concerns about student safety when crossing the road. Maretimo Street carries over 500 vehicles per hour in peak periods and coupled with high numbers of pedestrians crossing the road, the potential for accidents is high
- Maretimo Street is highly utilised for bus pick up and drop off and the west side of Maretimo Street, north of the proposed crossing, is allocated for bus parking. The introduction of a pedestrian crossing will result in some loss of kerbside parking for buses; however, this is necessary to ensure adequate sight lines to pedestrians. Introduction of a kerb blister on the east side of Maretimo Street to reduce parking loss was not possible as this would leave insufficient road space for turning vehicles in and out of Violet Street
- The use of a kerb blister (2.5m proud of the kerb) on the eastern side of Maretimo Street minimises parking loss in front of residential homes and avoids having to relocate the Bus Zone and shelter on that side of the road
- Loss of parking in front of residential premises is minimised by siting the crossing near to the intersection of Violet Street; this also places the crossing at the pedestrian desire line
- Pram ramps are being introduced in conjunction with the work to facilitate access across Violet Street and Maretimo Street
- A streetlighting review will be undertaken in conjunction with the work.

**CONSULTATION**

Consultation letters have been distributed to 7 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

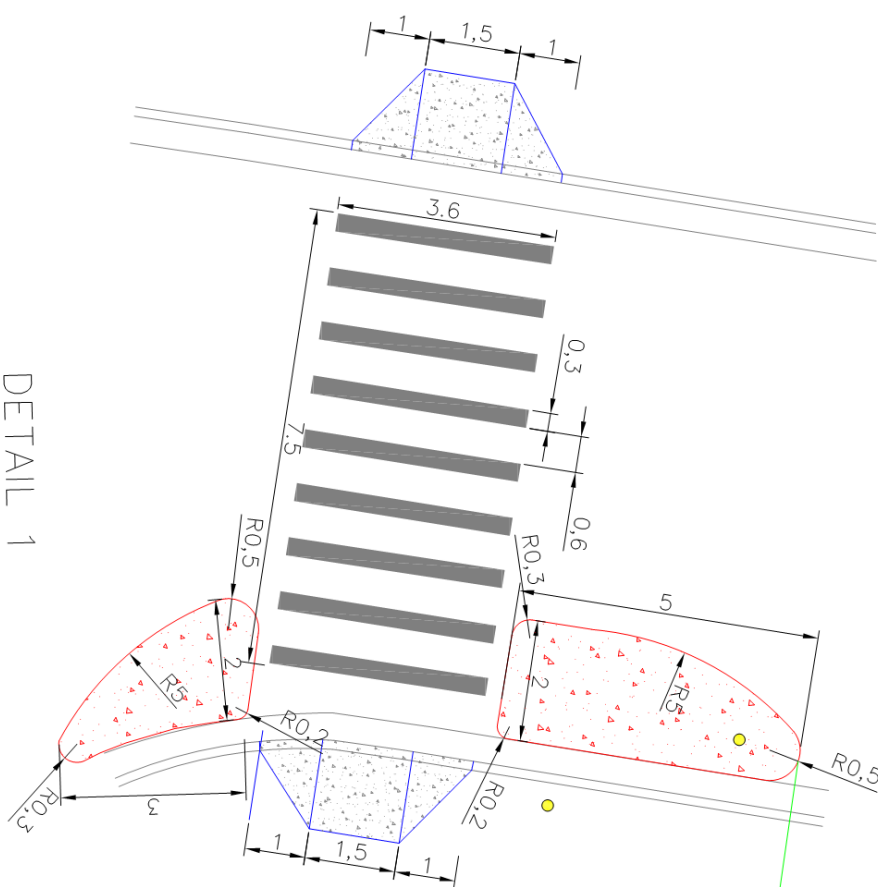
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a marked pedestrian crossing, kerb blister islands and pram ramps on Maretimo Street, north of Violet Street, Balgowlah.

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DETAIL 1  
SCALE-1:75

<p>CO-ORD SYSTEM: MGA94</p> <p>SURVEY DATE: 07/20/2018</p> <p>WGS84 - AS DECLINED</p> <p>BY: (NAME)</p> <p>DATE: 22/01/2018</p> <p>INITIATED BY: AU SAMMI</p> <p>(ASST MANAGER)</p>		<p>PLOT DATE: 15/11/2018</p> <p>FOLDER: C:\Urban Drawings - Current\Morelimo Rd Bdgown Survey\2018-MARE TIMO RD BALGOWLAH.dwg</p> <p>DESIGN APPROVED</p> <p>DESIGNED BY: AU SAMMI</p> <p>DATE: 06/08/2018</p> <p>APPROVED BY: T. LUU</p> <p>DESIGN MANAGER</p>		<p>APPROVED FOR CONSTRUCTION</p> <p>PROJ. MGR: S. HANSEN</p> <p>DATE: 06/08/2018</p> <p>APPROVED BY: T. LUU</p> <p>PRINCIPAL ENGINEER</p>		<p>0 0.0 0.20 0.20 0.40 0.60 METRES 1:20 @ A3</p> <p>0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3</p> <p>0 0.5 1.0 1.5 2.0 2.5 METRES 1:100 @ A3</p>		 <p>northern beaches council</p>		<p>DETAIL 1</p> <p>MARE TIMO RD, BALGOWLAH, NSW</p> <p>PROPOSED ISLAND</p> <p>DRAWING NO. KENNA SL2018-0004</p>	
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### **Table of Consultation**

<b>Properties Consulted</b>	7
<b>Responses Received</b>	2
<b>Support</b>	2
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
No pedestrian crossing facilities for school	Balgowlah Boys High advises that they are supportive of the proposal and would like it constructed during Christmas School Holidays if possible	Approval at the December Traffic Committee will allow construction to proceed in the timeframe requested by the school
right turn ban	support proposal but don't want right turn banned into Violet Street	resident was misreading plan. The right turn ban is existing and is for the right turn out of Violet Street.

<b>ITEM 4.7</b>	<b>MANLY VALE PUBLIC SCHOOL - RAISED WOMBAT CROSSING</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/720544</b>
<b>ATTACHMENTS</b>	<b>1 Gibbs Street, Manly Vale - Plan</b>

**GEOCODES:** -33.783425, 151.260870

## **REPORT**

### **BACKGROUND**

In December 2015 the Warringah Council Traffic Committee considered a report on traffic management works at the intersection of Gibbs Street and Sunshine Street, Manly Vale, that were proposed in conjunction with the Manly Vale Public School expansion.

The Traffic Committee resolved to give support, in principle, to the creation of a wombat crossing, including street lighting upgrades, with all works to be completed at no cost to Council.

A number of conditions of consent were also applied to the development approval which required the applicant to submit plans for the wombat crossing and associated parking restriction adjustments to Council and hence the Traffic Committee for approval.

### **LOCATION**

The Manly Vale Public School is located west of the intersection of Gibbs Street and Sunshine Street, Manly Vale. An existing children's crossing on Gibbs Street is present; however, as there will be a significant increase in student numbers and a much greater number of students crossing Gibbs Street, this crossing is to be upgraded to a wombat crossing.

### **ISSUES**

- The existing children's crossing is to be replaced by a raised wombat crossing to support increased pedestrian numbers crossing Gibbs Street generated by the anticipated 650 additional students at the school
- Street lighting upgrades will be incorporated in the proposed work
- Existing Bus Zones will be increased on the west side of Gibbs Street and extended in length and duration to cater for increased buses servicing the school
- No Parking (kiss and drop) restrictions and 5min parking restrictions will be provided in Sunshine Street to cater for drop off and pick up activity generated by the school
- When the Traffic Committee previously considered this matter a need for a disabled parking space was discussed. This space has since been provided in the offstreet carpark serving the school
- To cater for increased pedestrian use of the footpaths around the school, Council is requesting that the developer also widen and extend footpaths around the kiss and drop zones
- A length of pedestrian fencing is proposed on the western side of Gibbs Street, south of the wombat crossing, to channel pedestrians towards the crossing. This fencing will also serve to discourage parking on the approach to the crossing.
- The plans show the addition of school zone flashing lights. This is a condition of development consent however will require RMS consent.

**CONSULTATION**

Consultation was undertaken when the matter was last considered by the Traffic Committee and in conjunction with the development application notification process.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The construction of a raised wombat crossing on Gibbs Street, Manly Vale.
  - B. The introduction of amendments to 5min parking, No Parking Zones and Bus Zones.
  - C. That all works associated with the introduction of the wombat crossing, including streetlight upgrades, be completed in conjunction with the school redevelopment and funded by the Department of Education.
-



**'FOR APPROVAL'**

[illegible]





<b>ITEM 4.8</b>	<b>BLACKBUTTS ROAD, FRENCHS FOREST - REFUGE ISLAND</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/724360</b>
<b>ATTACHMENTS</b>	<b>1 Blackbutts Road, Frenchs Forest - Plan</b> <b>2 Table of Consultation</b> <b>3 Blackbutts Road, Frenchs Forest - Detailed Design</b>

**GEOCODES:** -33.743740, 151.219191

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding pedestrian safety when crossing Blackbutts Road, Frenchs Forest, and requested the installation of a marked foot crossing near the bus stop in front of 5 Blackbutts Road.

Observations of the area indicate that the pedestrian activity would not meet the normal or reduced warrant set by the Roads and Maritime Services (RMS) for a marked foot crossing. To improve safety for the pedestrians at this location, Council is proposing to install a refuge island on Blackbutts Road near the existing bus stop.

### **LOCATION**

- Blackbutts Road is a collector road with a 50km/h speed limit
- The section of the Blackbutts Road under consideration has a pavement width approximately 11.5m allowing on-street parking on both sides of the road
- Council had recently constructed a shared path on the south side of Blackbutts Road.

### **ISSUES**

- A similar pedestrian refuge proposal was approved by the Traffic Committee in August 2012 as a result of a condition of consent for a development at 81 Prince Charles Road (DA2012/0452), which was a seniors living development and required access to the bus stop. The proposed location of this refuge island was on Blackbutts Road near the bus stop. Another similar refuge island was also approved by the Traffic Committee in April 2007 at the intersection of Blackbutts Road and Nyorie Place, Approximately 30m northwest of this proposal. However, these approved islands were not constructed by developer.
- The Bus Stop on Blackbutts Road (near No.5) is part of a circular route and does not have a corresponding stop on the north side of the road. Consequently, access to the bus stop requires the crossing of Blackbutts Road.
- Council understands that this proposal will impact on-street parking availability in the immediate vicinity; however, the loss of parking is necessary to ensure that pedestrians can see the vehicles on the road when crossing. The proposal will result in the removal of five car spaces.
- The length of the island blisters will be reduced to 2m to improve access for the driveways of No.8 and No.6. Kerb extensions will be provided on the north side of the refuge island to reduce the no stopping distance and to build a ramp without removing the tree.

### **CONSULTATION**

Consultation letters have been distributed to 17 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 detailed design and construction of the refuge island on Blackbutts Road between Nyorie Place and existing bus stop in front of No. 5 Blackbutts Road, Frenchs Forest.

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### PROPOSAL

Blackbutts Road, Frenchs Forest  
Proposed Refuge Island

Drawn SP

Approved *[Signature]*

ISM No.



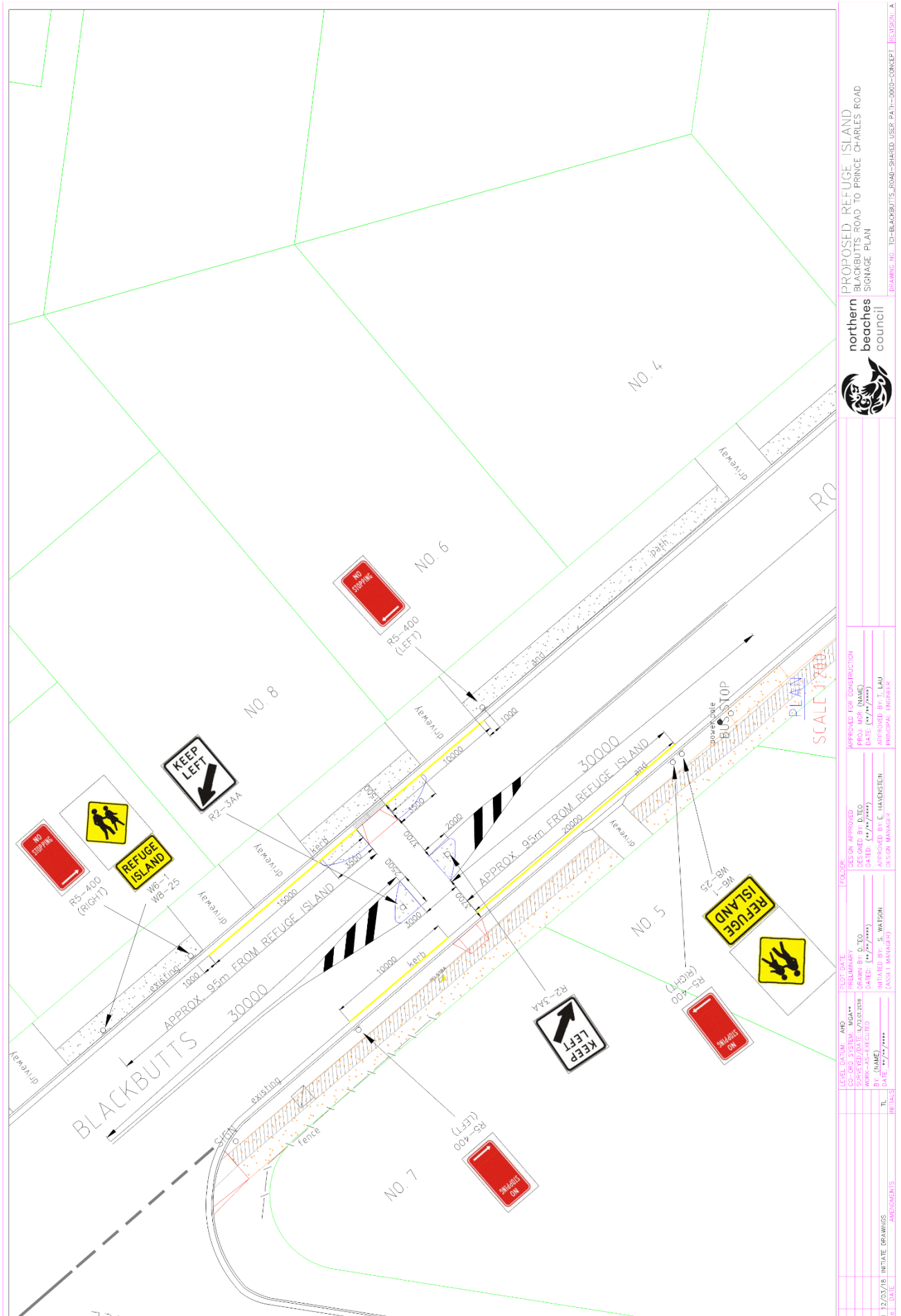
northern  
beaches  
council

## Table of Consultation

<b>Properties Consulted</b>	17
<b>Responses Received</b>	6
<b>Support</b>	2
<b>Do Not Support</b>	4

Plan has been amended based on feedback received

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of Street Parking	Concerned about the permanent removal of car spaces in front of their house and suggested to relocate it away from their house.	Council understands that this proposal will impact on-street parking availability in the immediate vicinity; however, the loss of parking is necessary to ensure that pedestrians can see the vehicles on the road when crossing. Council is proposing to install a kerb extension to minimise the No Stopping distance.
Adjacent to an Intersection (Initial proposal)	Concerned regarding the right turn with a boat or trailer from Nyorie Place.	After the consultation with residents, the plan has been amended by shifting refuge island towards existing bus stop away from the intersection.



<b>ITEM 4.9</b>	<b>WHITE STREET, BALGOWLAH - BUS ZONE REMOVAL</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/721308</b>
<b>ATTACHMENTS</b>	<b>1 White Street, Balgowlah - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.796680, 151.264096

## REPORT

### BACKGROUND

In February 2018, after being approached by the STA, Council engaged in consultation with residents of White Street, Balgowlah, regarding a proposal to extend the hours of operation of the Bus Zone on the north side of White Street, west of Condamine Street. There was strong opposition from residents with feedback highlighting a number of issues created by use of the Bus Zone. Residents have continued to raise concerns and recently consultation has been undertaken with residents on White Street west of Jacksons Road regarding the option of relocating the Bus Zone to that location. This consultation has also resulted in strong concerns.

### LOCATION

White Street is a collector road running east-west and linking Manly CBD to Balgowlah and Seaforth. It intersects with Condamine Street at a signalised intersection. The subject Bus Zone is situated west of Condamine and commences 12m west of the hold line at the traffic signals. The Bus Zone is approximately 22m in length.

### ISSUES

- The existing Bus Zone is sited very close to the signalised intersection and within the usual 20m of No Stopping which RMS requires on approach to traffic signals
- The existing Bus Zone is used for layover of buses which means buses can be sitting at the bus stop for extended periods of time. This blocks access to at least one driveway and impedes the flow of traffic queuing or wishing to turn left at the traffic signals
- A tree is sited very close to the kerb which interferes with buses pulling in close and parallel to the kerb
- Another Bus Zone, with a shelter, is sited immediately east of the intersection. The head of the two Bus zones are only 76m apart
- A third Bus Stop is sited on the west side of Woodland Street, south of White Street. The head of this bus stop is approximately 233m distance from the head of the Bus Zone on White Street, west of Condamine Street
- The Bus Zones east of Condamine Street and south of Woodland Street are both considered more appropriate for layover purposes in terms of their impact on traffic
- Removal of the Bus Zone west of Condamine Street would result in a distance between consecutive bus stops of approximately 309m
- Opal card data reveals that the average daily tap on and tap off for the month of October at the bus stop west of Condamine Street is zero. The Bus Stop therefore has a very low level of use by passengers and deletion of the bus stop would be unlikely to impact patronage levels.

It is proposed that the Bus Zone on White Street, west of Condamine Street, be removed. In its place the existing No Stopping zone on approach to the traffic signals will be extended to 20m with the remainder of the kerbspace currently occupied by the Bus Zone being returned to unrestricted parking. STA have advised that they have lodged an application with Transport for NSW to discontinue use of the Bus Zone on White Street, west of Condamine Street. This would allow its removal.

## CONSULTATION

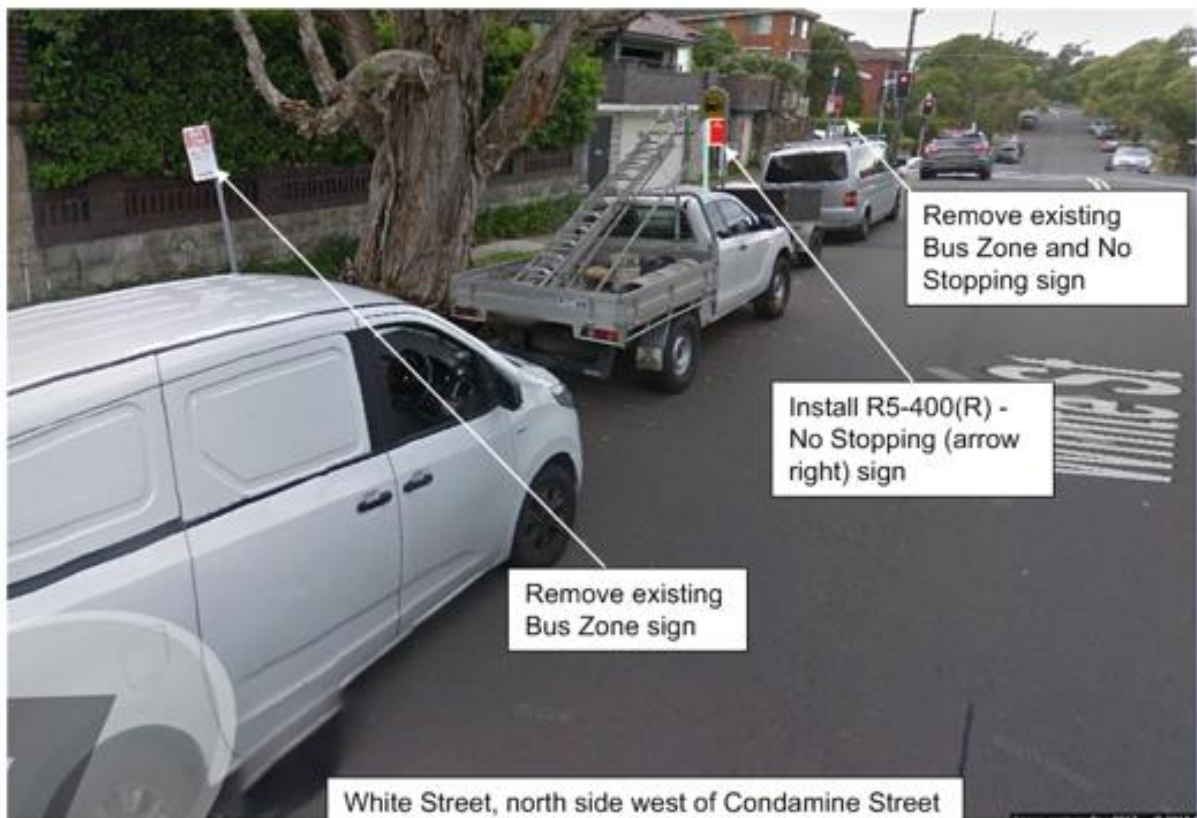
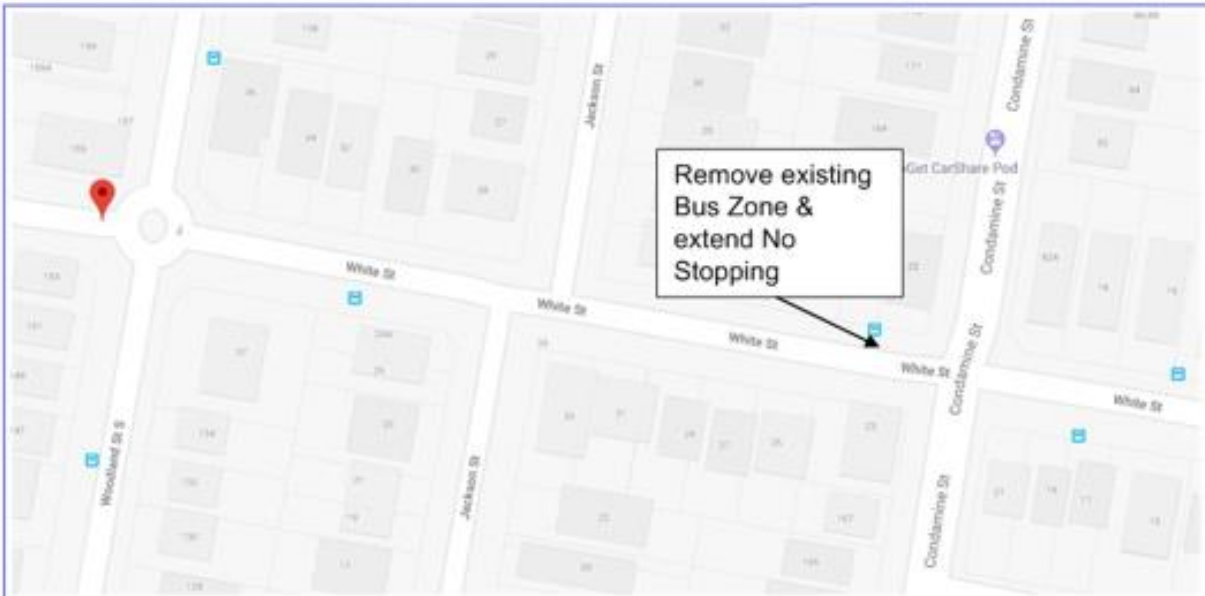
The most recent consultation with residents related to the option for relocation of the Bus Zone from its current location to a new location on the north side of White Street west of Jacksons Road. Consultation letters have been distributed to 22 properties within the immediate vicinity of the location seeking views on 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:

- A. The removal of the Bus Zone on the north side of White Street, west of Condamine Street, Balgowlah.
  - B. The extension of the No Stopping zone on the north side of White Street, west of Condamine Street, Balgowlah, to a length of 20m.
-



## PROPOSAL

### White Street, Balgowlah Bus Zone relocation

Drawn JB

Approved

*P. Dean*

ISM No.



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beaches  
council

## Table of Consultation

<b>Properties Consulted</b>	22
<b>Responses Received</b>	7
<b>Support</b>	3
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of parking	Relocation of the Bus Zone will remove on-street parking near homes intensifying on-street parking pressure	A nett loss of only 1 space will result however parking pressure would increase near Jackson's Road if the Bus Zone was relocated. Removal of the Bus Zone would address these concerns
Increased noise and vibration	The resident has a heritage listed house and has concerns that relocation of the Bus Zone will result in increased vibration and noise which will impact on heritage items	The Bus Zone may be used for layover purposes so increased levels of vibration and noise near this home may result. Removal of the Bus Zone would address these concerns
Congestion at traffic signals	The existing Bus Zone is sited close to traffic signals and adds to traffic congestion at the signals	Buses do layover at the Bus Zone which adds to queuing and delays at the Bus Zone. Relocation or removal of the Bus Zone would address these concerns
Buses block visibility to pedestrian crossing	Buses parked in the Bus Zone are very close to the signalised pedestrian crossing and block visibility to pedestrians crossing the road.	Visibility to pedestrians waiting at the crossing is blocked by a parked bus however, as the crossing is signalised, this would only be an issue either if the pedestrian is crossing on red or if a motorist fails to see the red light (which is a possibility due to the parked bus, from some angles). Removal or relocation of the Bus Zone would address these concerns
Buses park across driveway	Buses stopped in the existing Bus Zone block access to and from a driveway	Relocation or removal of the Bus Zone would address these concerns
Resident requests 4P permit parking if Bus Zone is relocated	To offset parking loss near Jacksons Road it is requested that 4P permit parking restriction be introduced	4P permit parking is not possible as most residents have offstreet parking so would be ineligible for permits. Removal of the Bus Zone will address the parking pressures which lead to this request
Remove Bus Zone altogether	The Bus Zone has low use and relocation transfers parking issues. As there are other bus stops nearby couldn't it be removed altogether?	Removal of the Bus Zone has been suggested to STA who have accepted this as a solution given low usage, proximity of other Bus Zones and resident opposition to retention and relocation

<b>ITEM 4.10</b>	<b>THE STRAND, DEE WHY - TEMPORARY ROAD CLOSURE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/736844</b>
<b>ATTACHMENTS</b>	<b>1 The Strand, Dee Why - Traffic Management Plan</b> <b>2 The Strand, Dee Why - Traffic Control Plan</b>

**GEOCODES:** -33.753891, 151.296569

## REPORT

### BACKGROUND

Council has received numerous requests around providing a more pedestrian friendly beach front environment along The Strand, Dee Why, after the success of New Year's Eve, Australia Day and Anzac Day events. Council would like to trial a pedestrian activation of The Strand to enhance the community use of the beachfront, allow local businesses to take advantage of the location and to provide a series of events to bring the local community together with live music, expansion of outdoor dining, and possibly an open air cinema, street performances, etc. for the benefit of the Northern Beaches Community.

We will discuss the proposal with the local businesses to provide a few selected dates within the requested approval to allow the trial to proceed without the need to come back to Traffic Committee during the holiday period.

We have discussed the options with internal stakeholders, Sydney Coordination Office, Sydney Buses and as part of the engagement process it has come up that Council should look at the potential to provide this in an ongoing manner in future. To establish if this is a feasible outcome for the ongoing management of traffic in Dee Why and to provide this pedestrian activation zone over the summer period and trial a closure of The Strand to general vehicle traffic, Council is seeking approval of temporary road closures from 5:00am to 10:00pm in The Strand, Dee Why, for each Sunday from 16 December 2018 until 17 February 2019. The Traffic Management Plan (TMP) is based on the TMP approved by the Traffic Committee for the Anzac Day Service. Council will consult with the local businesses prior to implementation and may only close the road on some of the approved Sundays depending on the outcome of business consultation and resource availability to promote and conduct events within the closure.

The event will be known as the Summer Sundays on The Strand with the vision of becoming a permanent summer event.

### LOCATION

- The section of The Strand under consideration is located between Dee Why Parade and Oaks Avenue, Dee Why, with a reduced 40km/h speed limit as it is situated within a designated High Pedestrian Activity Area.
- The western side of The Strand contains a mix of mainly restaurants and shop top housing, with Dee Why Beach Reserve on the eastern side.
- There are existing '1P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat' restrictions on the western side of The Strand and 'No Stopping' restrictions on the eastern side.
- The 136, 159 and E76 bus services operate in the area.

## ISSUES

- The event requires full road closures in The Strand at Oaks Avenue and at the eastern ends of Dee Why Parade and Howard Avenue. Howard Avenue will also be closed to through traffic at Clyde Road but will allow for local resident access only.
- The road closures will be regulated using approved barriers and will have traffic control staff or security on-site to manage these closures. The Dee Why Parade and Oaks Avenue roundabouts will still be in use; however, entry will not be permitted into The Strand at these times. Access is provided around the closures with detours via Clyde Road and Oaks Avenue.
- Support for the proposed road closures by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.

## CONSULTATION

Council will consult with local businesses prior to activating the events and associated road closures. Council will be required to carry out notifications as part of the conditions of approval. Affected businesses and residents are to be notified in writing of the changes in traffic conditions with a letterbox drop undertaken one week in advance of the event. Additional notification of the event is required for the general public, including advertising in the Manly Daily, social media, and VMS displays.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Temporary road closures in The Strand, Dee Why, which may be implemented each Sunday from 16 December 2018 until 24 February 2019 from 5:00am to 7:00pm in the following streets:
    - The Strand (full closure at Oaks Avenue)
    - Dee Why Parade (full closure at eastern end)
    - Howard Avenue (full closure at eastern end)
    - Howard Avenue at Clyde Road (local resident access only)
  - B. That the approval is subject to the following:
    - (i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards
    - (ii) That any traffic control is to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS
    - (iii) That barriers and signs used in the road closures are to RMS standards
    - (iv) That the necessary approvals with respect to use of any public reserves or use of the public roads for stalls are obtained
    - (v) That State Transit Authority and the emergency services be advised of the closure
    - (vi) That a minimum 4m wide access way be maintained in The Strand to allow for emergency vehicle access
    - (vii) That the temporary road closure be advertised in the Saturday edition of "The Manly Daily" the week prior to the event
    - (viii) That residents and businesses in the affected area be notified by a letterbox drop one week in advance of the road closures with details of access restrictions. The notification letter must also provide a contact phone number should residents have any enquiries
    - (ix) That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions one week prior to the event
-

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- (x) That the event is promoted with the use of public transport (advising on route numbers and times) to the event in advertisings and publications to reduce car usage and traffic congestion on the surrounding road network.
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# **Temporary Road Closure The Strand, Dee Why**

## **Traffic Management Plan**

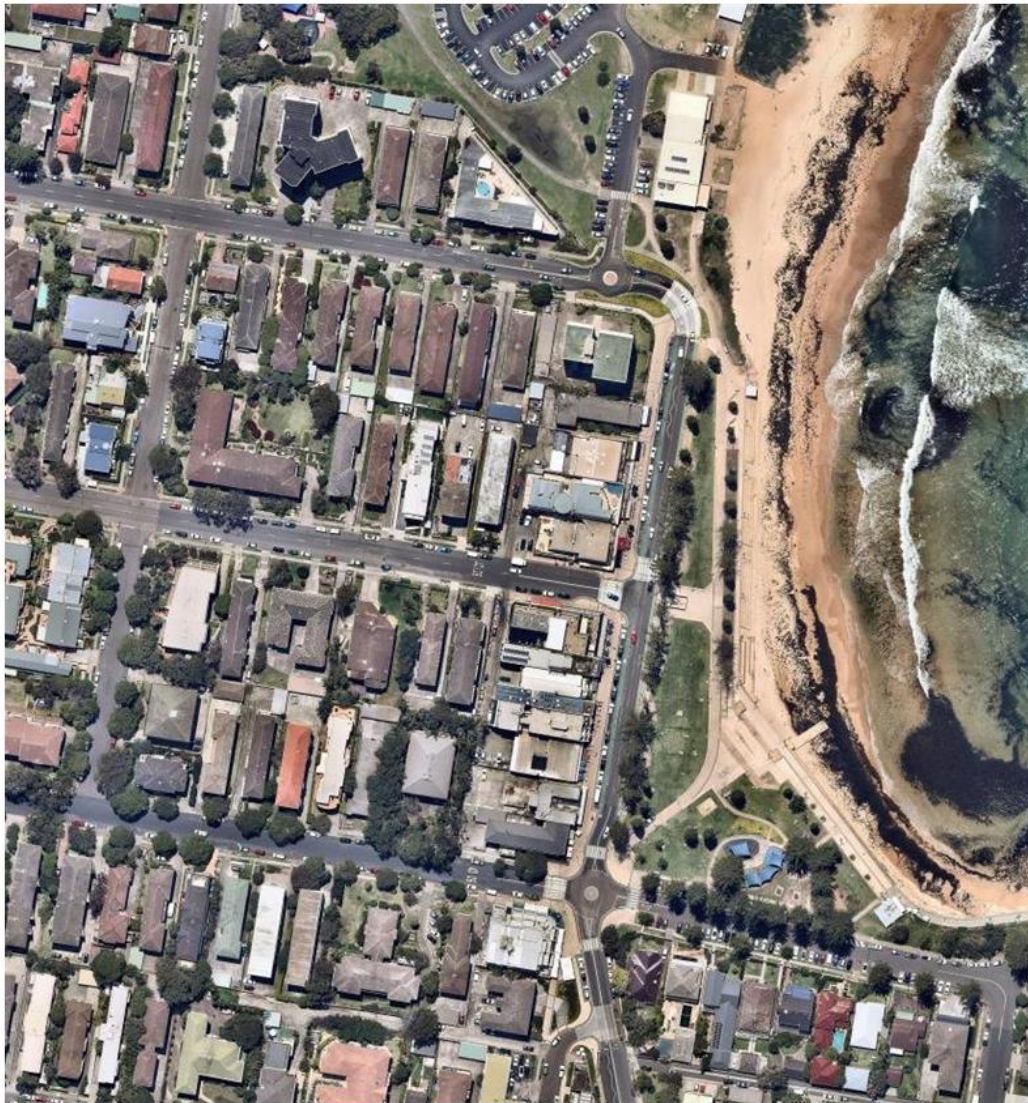
## CONTENTS

<b>ABSTRACT</b>	<b>3</b>
<i>Figure 1: The Strand, Dee Why</i>	3
<b>TRAFFIC MANAGEMENT PLAN</b>	<b>4</b>
A. Description or detailed plan of proposed measures	4
B. Identification and assessment of impact of proposed measures	4
C. Measures to ameliorate the impact of re-assigned traffic	4
D. Assessment of public transport services affected	5
E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians	5
F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures	5
G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.	5
H. Public consultation process	5
<i>Figure 2: Traffic Control Plan</i>	6

## ABSTRACT

This Traffic Management Plan seeks approval for the temporary road closure of The Strand, between Dee Why Parade and Oaks Avenue, as part of a pedestrian activation trial. The road closures are required from 5am till 7pm, each Sunday from 16 December 2018 until 17 February 2019, in accordance with the attached Traffic Control Plan shown in Figure 2.

**Figure 1: The Strand, Dee Why**



## TRAFFIC MANAGEMENT PLAN

### A. Description or detailed plan of proposed measures

This Traffic Management Plan proposes the temporary road closure of The Strand between Dee Why Parade and Oaks Avenue, shown in the attached Traffic Control Plan (Figure 2). The event requires full road closures in The Strand at Oaks Avenue, and at the eastern ends of Dee Why Parade, and Howard Avenue. Howard Avenue will also be closed to through traffic at Clyde Road but allowing local resident access only.

The section of The Strand under consideration is located within a designated High Pedestrian Activity Area with a reduced 40km/h speed limit. The western side of The Strand contains a mix of mainly restaurants and shop top housing, with Dee Why Beach Reserve on the eastern side. The closure is proposed for the duration of the event to facilitate the setting up and removal of traffic management between 5am and 7pm.

### B. Identification and assessment of impact of proposed measures

The temporary closure of The Strand, between Dee Why Parade and Oaks Avenue, will impact existing access and traffic flow, with all through traffic redirected from the area. The proposal will propagate the following impacts:

- Prevent through traffic from entering the northern end of the closure from Dee Why Parade.
- Prevent through traffic from entering the southern end of the closure from The Strand and Oaks Avenue.
- Prevent through traffic from entering the western side of the closure from The Howard Avenue.
- Improve safety of pedestrians by prohibiting access to the site during the event.

Additional assessment of traffic flow is not required as the proposal is a temporary closure, and advanced notification of the closure, detours, and adequate traffic control measures will be undertaken to reduce its impact.

The majority of the traffic and pedestrian movements in this section of The Strand are generated by customers of the restaurants and visitors to the Dee Why Beach.

### C. Measures to ameliorate the impact of re-assigned traffic

All through traffic will be prohibited from entering the full road closure, with detours in place to redirect traffic along Clyde Road and Oaks Avenue. Traffic controllers located at the closures will allow access for emergency vehicles. Access to the Dee Why Beach carpark and James Meehan Reserve off Dee Why Parade will be maintained throughout the duration of the closure.

The Traffic Control Plan will be implemented by persons with Traffic Control qualifications acceptable to the RMS. All barriers and signs to be used in the road closures are to be to RMS standards.

**D. Assessment of public transport services affected**

The State Transit Authority operate the 136, 159 and E76 bus services along The Strand, and it will be necessary to redirect their services as required for previous closures in The Strand for other events.

**E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians**

Existing pedestrian facilities will be maintained, with improved pedestrian movement on the section of road under the full road closure. Cyclist access will only be maintained if it is safe to do so. All emergency vehicles will be allowed access as required with a minimum 4m wide lane be maintained in The Strand.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures**

There are no significant developments or redevelopment planned, along the corridor, at this time.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

The proposal will not affect, or cause any impact on adjoining local government areas. All impacts will be managed within the Northern Beaches LGA.

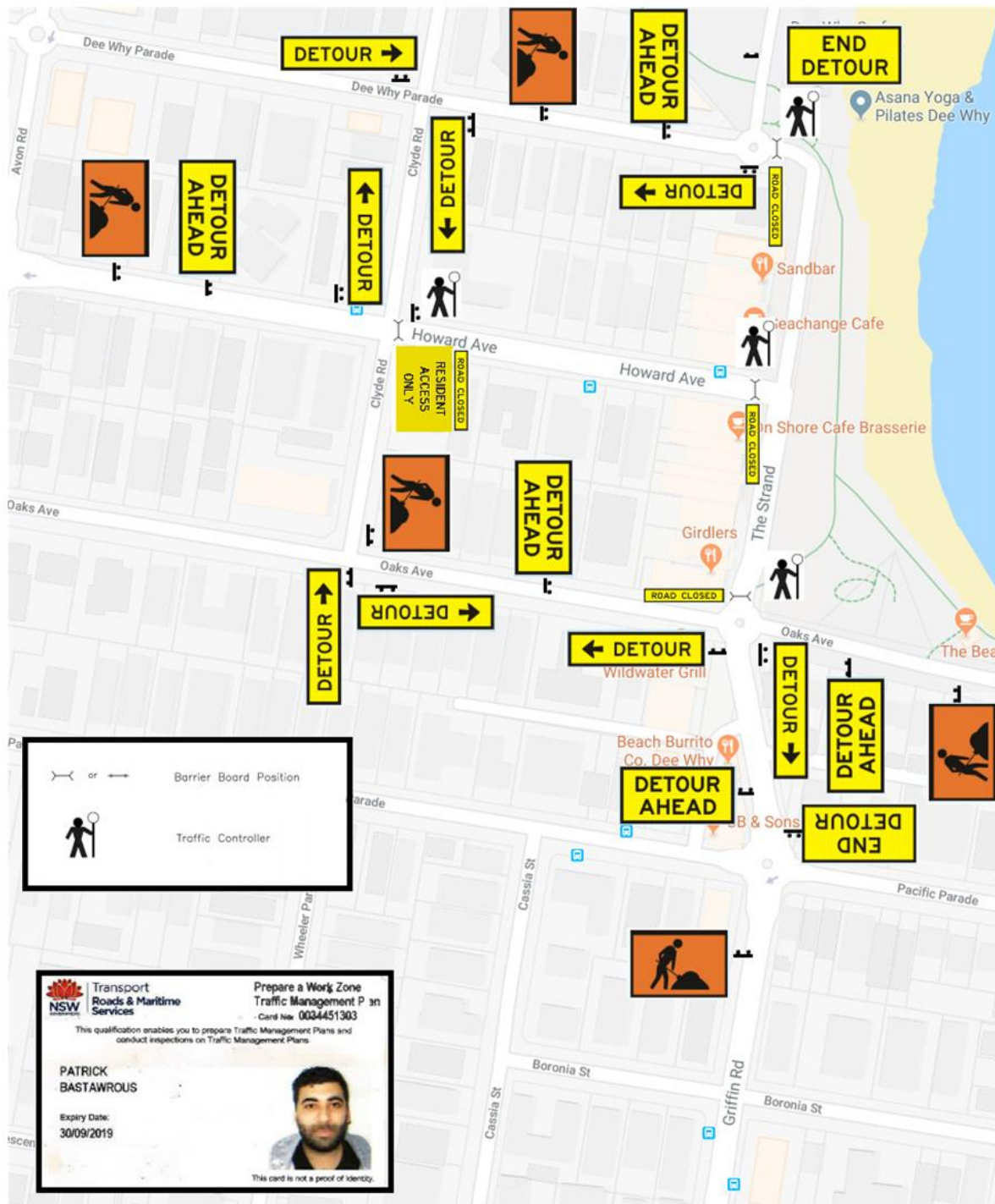
**H. Public consultation process**

Council in conjunction with the Organisers will consult and notify affected businesses/properties, bus companies, and emergency services, to mitigate any impacts. Affected businesses and residents are to be notified in writing, of the changes in traffic conditions, with a letterbox drop undertaken 1 week in advance of the event.

An advertisement is to be placed in 'The Manly Daily' 1 week before the day of the event, to inform the community of the event and road closure. Details will also be provided on Council's website and social media. Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions 1 week prior to the event.

The proposed temporary road closure of The Strand will improve safety of pedestrians moving within the event area. It is considered the inherent safety benefits of the proposed road closures warrant the installation as proposed.





**ITEM 4.11**

**NORTHERN BEACHES COUNCIL LOCAL TRAFFIC  
COMMITTEE MEETING DATES FOR 2019**

**REPORTING OFFICER**

**TRANSPORT SUPPORT OFFICER**

**TRIM FILE REF**

**2018/722154**

**ATTACHMENTS**

**NIL**

**REPORT**

The meetings of the Northern Beaches Council Local Traffic Committee for 2019 are to be held on the first Tuesday of each month as per established practice. The proposed meeting dates including the agenda closing dates are shown in the table below. Also shown are the Council meeting dates at which, any minutes or recommendations of the Northern Beaches Council Local Traffic Committee that require Council's consideration would be considered.

<b><u>NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING DATES 2019</u></b>		
To be held in the Flannel Flower Room, Civic Centre, Dee Why starting at 10:00am		
<b>Traffic Committee Agenda Closing Date</b>	<b>Traffic Committee Meeting Dates</b>	<b>Council Meeting Dates</b>
18 January	5 February	26 February
15 February	5 March	26 March
15 March	2 April	16 April
18 April	7 May	28 May
17 May	4 June	25 June
14 June	2 July	23 July
19 July	6 August	27 August
16 August	3 September	24 September
13 September	1 October	22 October
18 October	5 November	26 November
15 November	3 December	17 December

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the proposed Northern Beaches Council Local Traffic Committee meeting dates for 2019 be adopted.

## 5.0 MATTERS FOR NOTATION

<b>ITEM 5.1</b>	<b>EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES - VARIOUS LOCATIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/697716</b>
<b>ATTACHMENTS</b>	<b>1 Meet Your Street - Traffic Management 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) Thornton Street, Fairlight - between No.s 10 & 20 on Sunday 27 January 2019 between the hours of 2:00pm and 6:00pm.
- (ii) Williwa Street, Balgowlah Heights - between Tabalum Road and Vista Avenue on Sunday 9 December 2018 between the hours of 4:00pm and 7:00pm.
- (iii) Beaconview Street, Balgowlah Heights - between Curban Street and Dobroyd Road on Sunday 9 December 2018 between the hours of 4:00pm and 8:00pm.
- (iv) La Perouse Street, Fairlight - between No.s 24 & 32 on Saturday 15 December 2018 between the hours of 3:00pm and 7:00pm.
- (v) Audrey Street, Balgowlah - between Maretimo Street and Wanganella Street on Sunday 9 December 2018 between the hours of 3:30pm and 6:30pm.

#### 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)

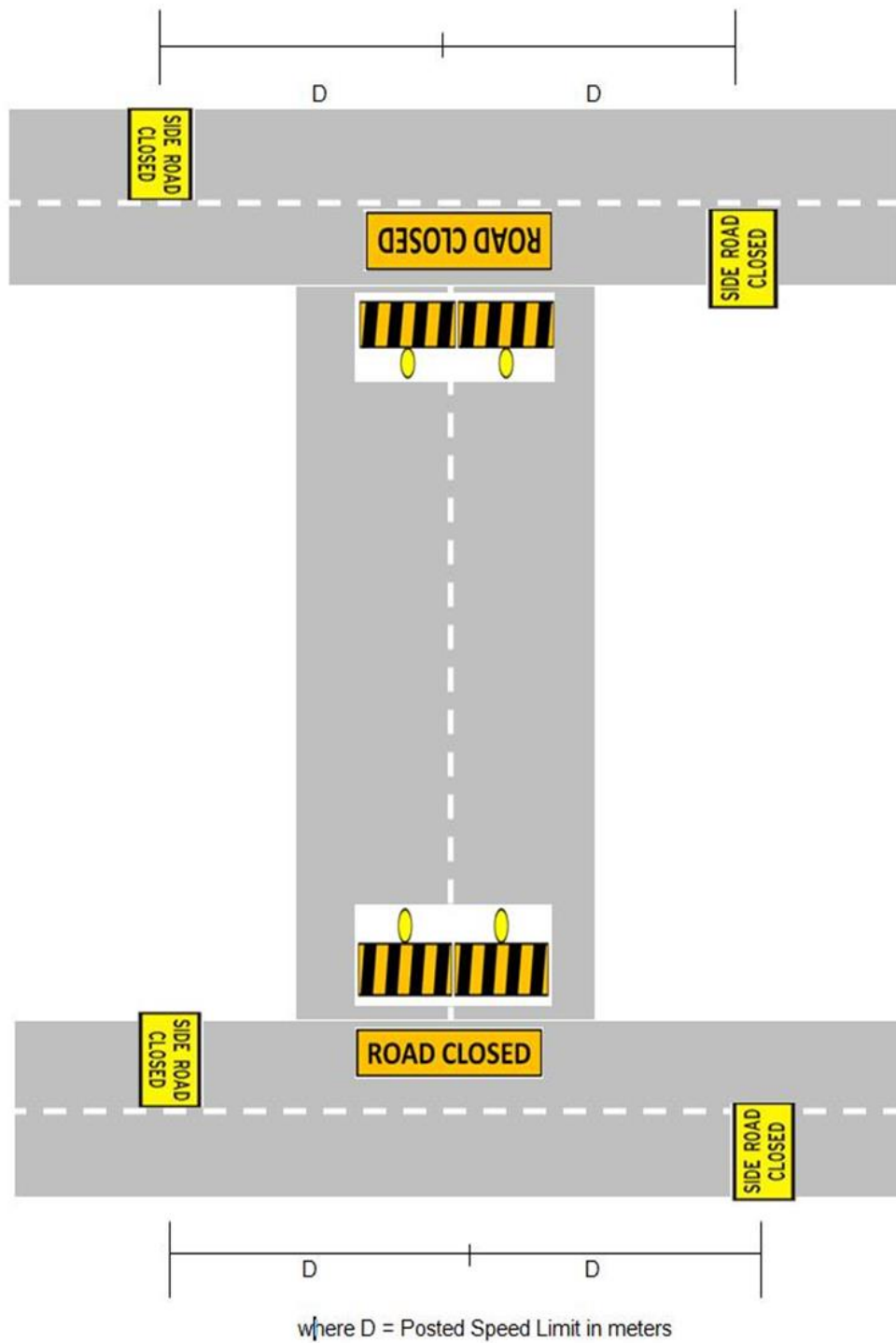
A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are 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

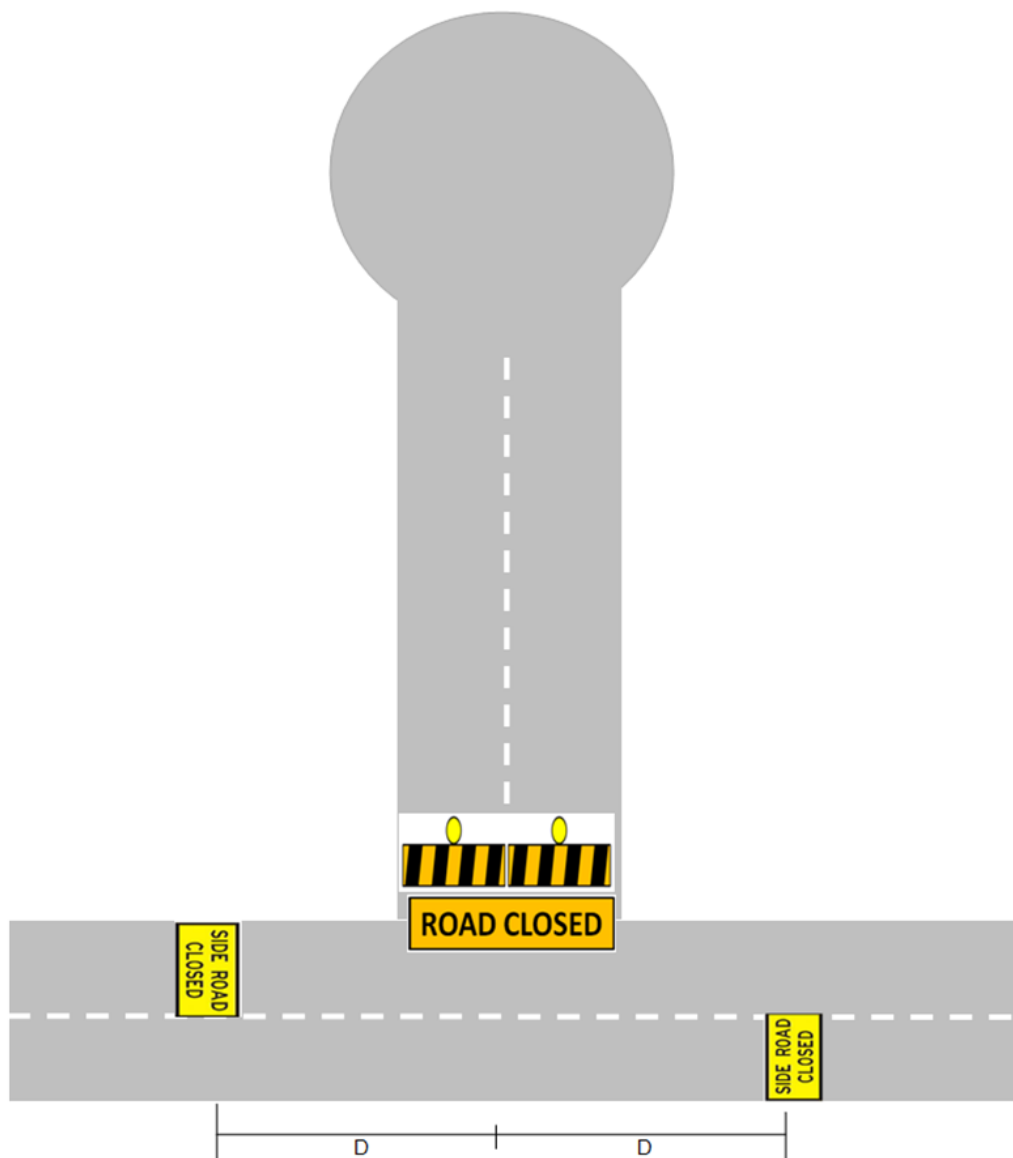
Sign Type	Sign No.
Side Road Closed	T1 - 32
Road Closed	T2 - 4
Barricade With Steady Amber Lights	N/A

**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



where D = Posted Speed Limit in meters

#### 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.

ITEM 5.2	ROAD SAFETY PROJECTS 2018 - 2019
REPORTING OFFICER	ROAD SAFETY OFFICER
TRIM FILE REF	2018/712831
ATTACHMENTS	NIL

## REPORT

### Speed – UbiCar App and Slow Down Campaign

According to the Centre for Road Safety, speed is the number one biggest killer on NSW Roads. Approximately 41% of all fatalities involved speeding as a contributing factor.

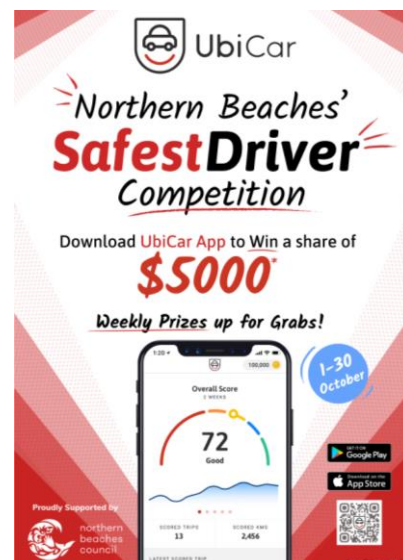
In November 2017, Council began conversations with UbiCar Pty Ltd, a car insurance company. Their representative advised that they were working on developing a driving app to educate drivers, which would encourage safer driving and ultimately improve their driving behavior.

**Northern Beaches Council was the first council in Australia to partner with UbiCar for a safe driver initiative through an app.** The app equipped with telematics technology, rates a driver's performance based on their speed, braking, acceleration, and cornering and phone distraction.

Council and UbiCar worked together to promote the app and launched it at the end of September 2018. A four week promotion and competition called, "Are you Northern Beaches Safest Driver?" ran from 1-30 October 2018. The promotion involved weekly winner prizes for safe driving behavior in different categories and an overall 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> prize winner.

The UbiCar competition was promoted on Channel 7 on Sunrise; various radio stations, the Manly Daily and the Daily Telegraph. A number of other councils and private companies are now considering becoming involved as well.

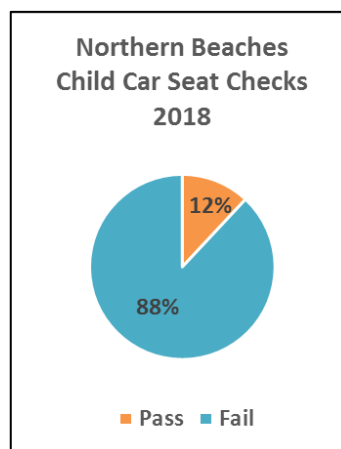
Over 700 locals signed up for the app and drove a little slower, took corners safely and did not touch their smart phones during October, all to battle it out to be crowned our Northern Beaches' Safest Driver. The weekly winners from the competition were happy with their achievements and the overall winners were extremely proud of their driving skills. The winners were interviewed and they discussed how their behavior changed when the UbiCar app was monitoring their driving skills.



In 2019 Council will promote a Slow Down campaign in which several streets will be targeted. These streets are chosen based on traffic counts, customer complaints and crash data. The chosen streets will be targeted with bollard wraps/signs with the message "Slow Down" or similar to encourage locals and tourists to slow down on local roads.

### **Car Child Seat Checks**

This year Council will be providing a minimum of five free child car seat checking sessions with authorised fitters. Approximately 50 seats are checked during each session. In 2018, 276 seats were checked in 188 cars with a fail rate of 88%. There are now 243 children who are safer when they travel in the car due to these checks.



### **Drink Drive – Plan B**

In the five years to March 2018, there were 3073 drivers who were caught over the limit on the northern beaches in Sydney. To help educate drivers and help reduce drivers caught drink driving during the holiday season Council, along with the RMS, will be promoting the Plan B campaign.

This will include the installation of posters being given out to venues across the Northern Beaches before Christmas. Paid Facebook advertising for a selected demographic, time/date, and specific area will be set up by the Northern Beaches Council Media team and promoted during the holiday season. This campaign is about making positive choices to get home safely after a night out, highlighting that driving is not an option.



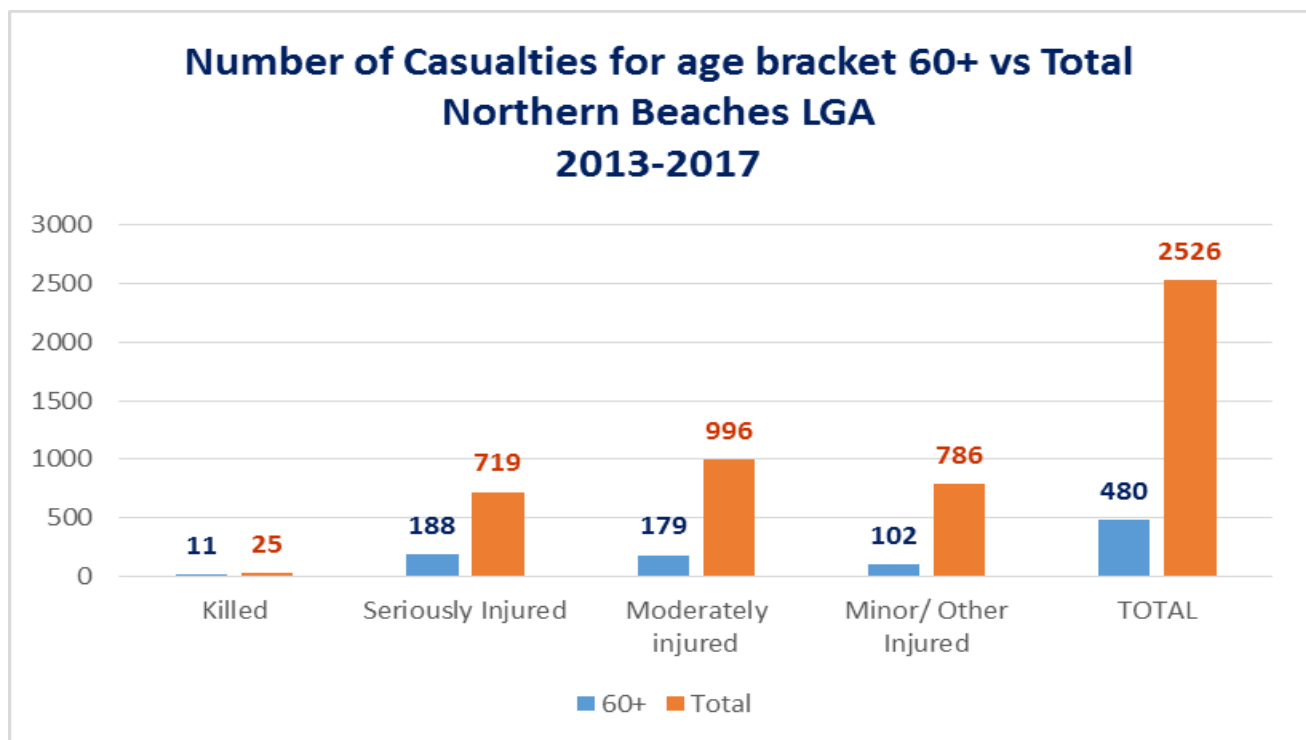
### Learner Driver Workshops

Young drivers make up approximately 15% of all drivers in NSW and yet they are involved in more than a third of annual road fatalities. These workshops are designed to increase confidence and knowledge for supervisors who oversee learner drivers.

Four workshops are run per year and are offered once during each school term. Positive feedback has been received from the workshops held so far. The first workshop held in August had 55 attendees. Most workshops have between 45 to 65 attendees.

The RMS announced new requirements for learner drivers that came into effect on the 20 November 2017. Although these have been in place for a year they are based on the Exemplar GLS Model from the Australian GLS (Graduated Licensing Scheme) Policy Framework of 2014 which provided evidence that changes were needed to enhance the scheme.

### Older Drivers



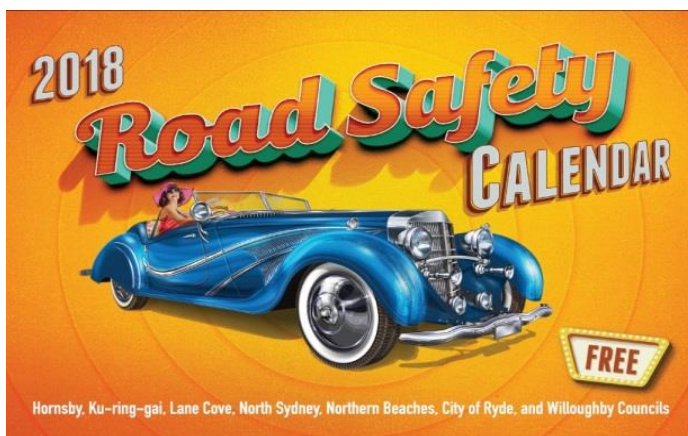
During 2013-2016, 480 people aged over 60 were injured or killed on our roads. This is nearly 20% of all casualties. We run a series of education workshops throughout the year to raise awareness on rules and information for drivers, passengers, pedestrians and people using public transport. Feedback from participants continues to be very positive.

### Road Safety Calendar

The annual Road Safety Calendar has been delivered to Northern Sydney residents since 2001 with the aim of educating and encouraging positive behaviour in all road users, across all ages. It is a collaborated effort of Northern Beaches, Hornsby, Ku-ring-gai, Lane Cove, North Sydney, Ryde and Willoughby Councils.

Over 10,000 copies of the 2019 Road Safety Calendar are being delivered to 62 locations across the Northern Beaches; including Council libraries, customer service centres, sports clubs, medical centres and many other local services.

**AWARD WINNER!** The 2018 Road Safety Calendar has won an IPWEA Engineering Excellence Award! This award was presented on the 8 November 2018 at the IPWEA conference.



### Safe (pedal) Bike Riding

Bike riding is a popular activity on the Northern Beaches. The National Cycling Participation Survey states that 40.3% of Northern Beaches residents rode a bicycle in the past year, compared to the 25.4% average across Sydney. Between 2013-2017 there were 233 crashes, with 244 people injured, including 2 people killed. To promote safe and confident bike riding we run safe biking courses for both youth and mature riders.

## **Pedestrian Safety – Look Out Before You Step Out**

Pedestrians accounted for 11.1% of all casualties in the Northern Beaches in 2016 which was higher than in 2015 of 8.7%. The pedestrian campaign “Look Out Before You Step Out” was designed by the Centre for Road Safety and aims to educate pedestrians to look before they cross the road. The RMS has provided stencils to be placed at high pedestrian activity points as a reminder. These will be put in place in 2019.



## **Safety Around Schools**

Schools have a range of issues that impact them during peak periods in the morning and afternoon. Council Road Safety Officers continue to work with schools on an ongoing basis.

Council has created banners, corflute signs and pamphlets to educate parents to slow down around school zones and to park safely to ensure the safety of children. Council Rangers have a schedule to enforce at schools. However, any schools with major problems will be flagged so the Rangers can look at additional enforcement if resources permit.

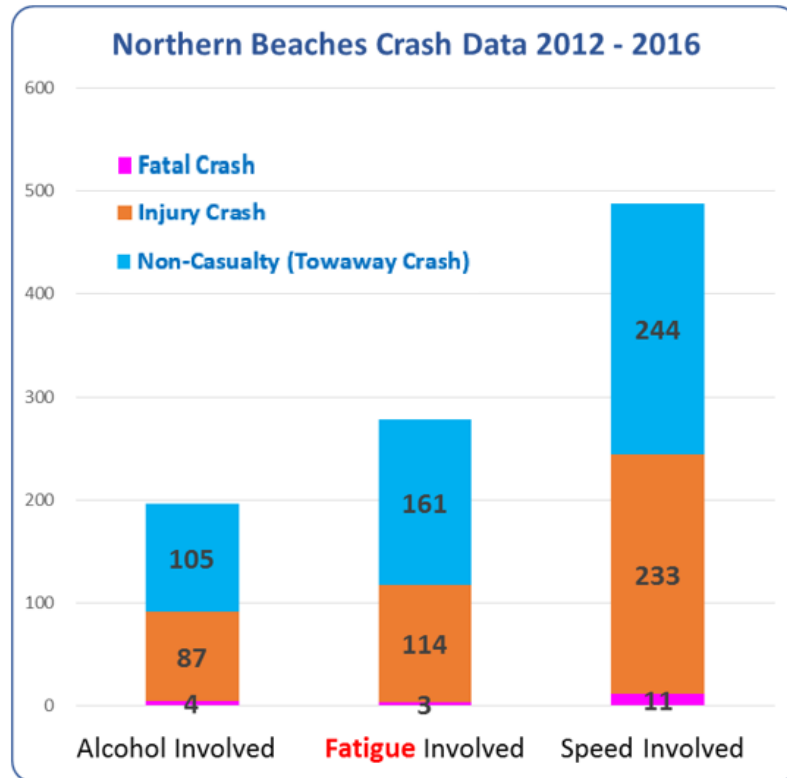
Articles on various road safety issues will continue to be emailed to the schools for placement in their newsletters.



One of our local schools has initiated a ‘Walking Bus’. It was the first one on the Northern Beaches. We continue to assist schools with safety around their schools, dealing with traffic congestion, and working on safe options for children getting to and from school.

## Driver Fatigue

Driver fatigue poses a real problem on our roads. We are running a trial to educate Council staff on this danger with suggested steps to prevent and reduce driver fatigue to reduce crashes.



## Community Issues

The Road Safety staff within the Transport Network Team regularly receives requests and concerns on road safety matters from residents. Providing information and awareness on road safety issues and alternative behaviours often resolves the issues. We also develop information flyers when we recognise common themes.