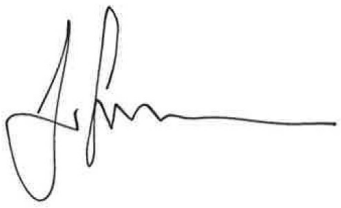
AGENDA

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 7 JUNE 2022

Beginning at 10.00 am for the purpose of considering and determining matters included in this agenda.



Jorde Frangoples
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Jose Menano-Pires
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O'Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Transport for NSW	Mr Peter Carruthers
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

Non Voting Members

Keolis Downer Northern Beaches Bus Operations	Mr James Makasiale
ComfortDelgro Company (ex Forest Coach Lines)	Mr Robert Bicakcian
Manly Warringah Cabs Cooperative Society Ltd	TBC
Cycling Representative	Vacant

Officers

Director Transport and Assets	Mr Jorde Frangoples
Executive Manager - Transport and Civil Infrastructure	Mr Craig Sawyer
Manager – Transport Network	Mr Phil Devon
Traffic Engineering Coordinator	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mr Scipio Tam
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Mr Ali Samimi Haghighi
Traffic Officer	Mr Yuan Ren
Traffic Officer	Mr Jenzy Ocampo
Road Safety Officer	Ms Robynann Dixon
Strategic Transport Coordinator	Ms Michelle Carter
Traffic Engineering Trainee	Mr Nicholas Murace
Traffic Engineering Intern	Mr Michael Kennedy
Transport Projects Officer	Sandra Calci
Manager - Rangers	Mr Paul Crossan
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Ms Caty Pilley

Visitors

Ms Rita Feros - resident	Re: Item 4.11: Cutler Road, Clontarf
Mr Peter Douglas - resident	Re: Item 4.11: Cutler Road, Clontarf

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

to be held on Tuesday 7 June 2022

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10.00 am

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 3 May 2022

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 5

4.1 Bolingbroke Parade, Fairlight - Cul-de-sac Modification 5

4.2 Lantana Avenue, Narrabeen - Replacement of Bus Zone Signs 17

4.3 Oliver Street, Queenscliff - Parking Restrictions.....21

4.4 MacPherson Street, Warriewood - Installation of No Parking, Motor Vehicles Excepted Restriction 26

4.5 Park Street, Collaroy - Extension of No Stopping Restriction 30

4.6 Darley Street, Forestville - No Stopping & Speed Cushions 34

4.7 Ada & Ethel Avenue and Miles Street, Brookvale - Timed Parking.....38

4.8 Rowe Street, Freshwater - No Parking & Speed Cushions 42

4.9 Moore Road, Freshwater - Loading Zone & Timed Parking 47

4.10 Park Avenue, Avalon Beach - No Parking restrictions.....50

4.11 Cutler Road, Clontarf - 4P timed parking.....55

4.12 Angophora Circuit, Warriewood - One Way Traffic.....59

4.13 Pittwater Road, Manly - Pedestrian Refuge 64

4.14 Iris Street, Frenchs Forest - Pedestrian Refuge 72

5.0 MATTERS FOR NOTATION 76

5.1 Request for Works Zone 76

NEXT MEETING Tuesday 5 July 2022

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 3 MAY 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 3 May 2022, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The Northern Beaches Council Code of Conduct (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

> *A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.*

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

> *A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.*

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	**BOLINGBROKE PARADE, FAIRLIGHT - CUL-DE-SAC MODIFICATION**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2021/378355**
ATTACHMENTS	**1 Bolingbroke Parade, Fairlight - Plan**
	2 Table of Consultation

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REPORT

BACKGROUND

Council has received concerns from local residents regarding difficulties for people with mobility issues accessing the footpath or obtaining parking at the western end of Bolingbroke Parade.

LOCATION

- The western section of Bolingbroke Parade is a No Through Road, serving local residents and visitors accessing North Harbour Walk/Fairlight Walk and Manly Boatshed.
- The west end of Bolingbroke Parade has four parking spaces with a 2-hour timed parking restriction, permit holders excepted.

ISSUES

- No disabled parking spaces are present within the immediate vicinity of Bolingbroke Parade or this part of the Spit to Manly Walk.
- Disabled persons have raised concerns that they are unable to find parking in this vicinity to enjoy the Spit to Manly Walk
- Residents reported that these parking spaces are often occupied for extended periods of time by the same vehicles.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to upgrade the western end of Bolingbroke Parade and accommodate an accessible parking space, which will enhance the ability for people with mobility issues to access facilities.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 82 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 the:

A. Installation of parking bays, painted islands and a disabled parking space at the western end of Bolingbroke Parade, Fairlight.

CULDESAC MODIFICATION - BOLINGBROKE PARADE, FAIRLIGHT

N

				LEVEL DATUM: AHD	PLOT DATE: 11/04/2022	FOLDER: \\TRANSPORT NETWORK\TRAFFIC\Fairlight – Bolingbroke Pde – Culdesac\TCI – FAIRLIGHT – BOLINGBROKE PARADE – CULDESAC – CONCEPT 2.dwg			northern beaches council	ROAD AND FOOTPATH MODIFICATION
				CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED	APPROVED FOR CONSTRUCTION	A 0 0.10 0.20 0.30 0.40 0.50 METRES 1:20 @ A3		BOLINGBROKE PARADE, FAIRLIGHT
				SURVEYED: GREG FARDELL	DRAWN BY: JENZY O	DESIGNED BY: JENZY O	PROJ. MGR: N.A.	B 0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3		CULDESAC MODIFICATION
				WORK-AS-EXECUTED	DATED: 05/04/2022	DATED: 05/04/22	DATE: (**/**/****)			LOCATION
				BY: N.A.	INITIATED BY: PHIL DEVON (MANAGER TRANSPORT)	APPROVED BY: PHIL DEVON MANAGER TRANSPORT	APPROVED BY: PRINCIPAL ENGINEER	C 0 0.5 1.0 1.5 2.0 2.5 METRES 1:100 @ A3		SHEET 1
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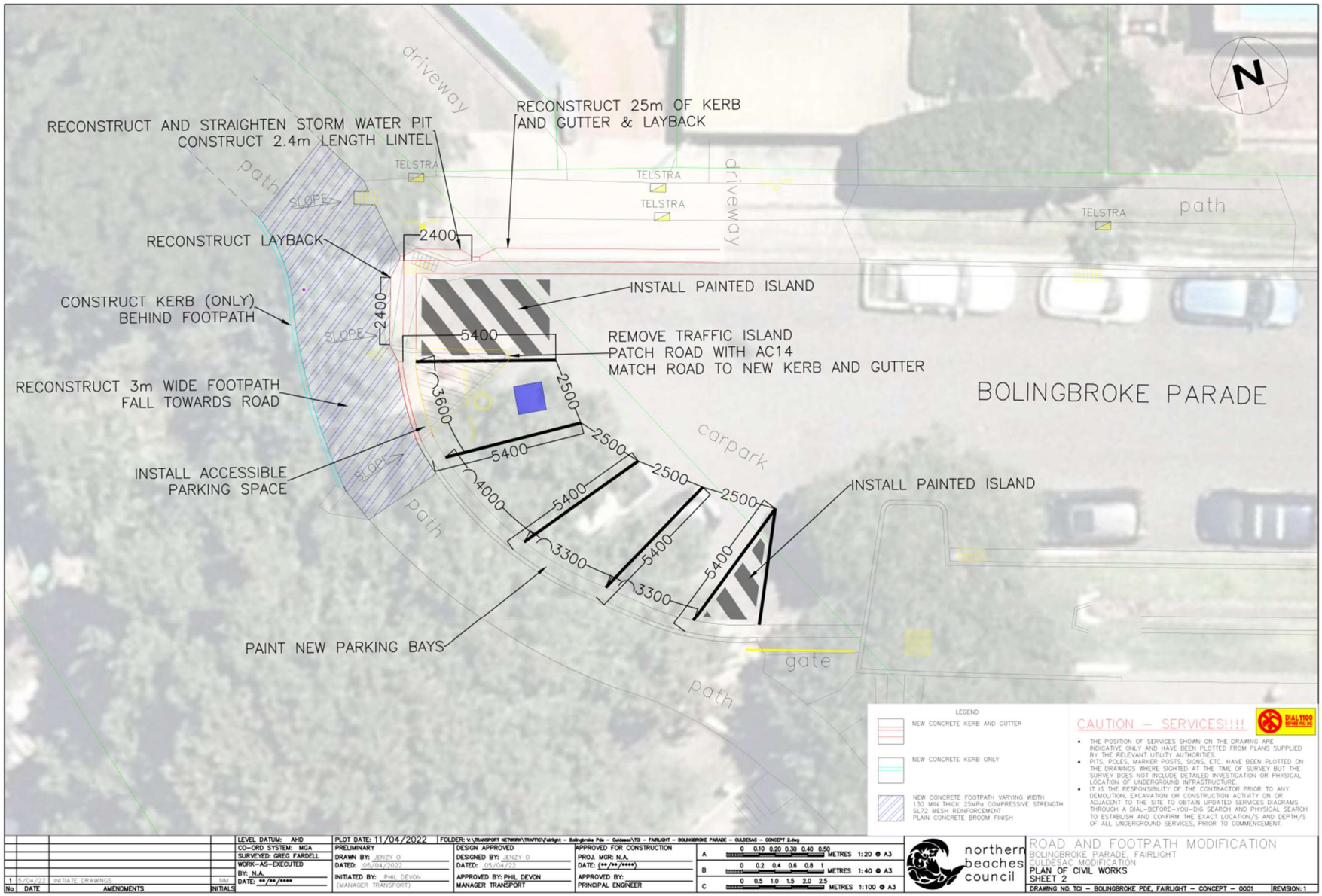
RECONSTRUCT AND STRAIGHTEN STORM WATER PIT
CONSTRUCT 2.4m LENGTH LINTEL
RECONSTRUCT 25m OF KERB
AND GUTTER & LAYBACK
RECONSTRUCT LAYBACK
CONSTRUCT KERB (ONLY)
BEHIND FOOTPATH
RECONSTRUCT 3m WIDE FOOTPATH
FALL TOWARDS ROAD
INSTALL ACCESSIBLE
PARKING SPACE
INSTALL PAINTED ISLAND
REMOVE TRAFFIC ISLAND
PATCH ROAD WITH AC14
MATCH ROAD TO NEW KERB AND GUTTER
INSTALL PAINTED ISLAND
PAINT NEW PARKING BAYS
BOLINGBROKE PARADE
driveway
path
carpark
gate
TELSTRA
SLOPE
2400
5400
3600
2500
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3300
N
LEGEND
NEW CONCRETE KERB AND GUTTER
NEW CONCRETE KERB ONLY
NEW CONCRETE FOOTPATH VARYING WIDTH
130 MIN THICK 25MPa COMPRESSIVE STRENGTH
SL72 MESH REINFORCEMENT
PLAIN CONCRETE BROOM FINISH
CAUTION – SERVICES!!!!
DIAL 1100 BEFORE YOU DIG
THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE DETAILED INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.
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CO-ORD SYSTEM: MGA
SURVEYED: GREG FARDELL
WORK-AS-EXECUTED
BY: N.A.
DATE: **/**/****
PLOT DATE: 11/04/2022
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DATED: 05/04/2022
INITIATED BY: PHIL DEVON
(MANAGER TRANSPORT)
DESIGN APPROVED
DESIGNED BY: JENZY O
DATED: 05/04/22
APPROVED BY: PHIL DEVON
MANAGER TRANSPORT
APPROVED FOR CONSTRUCTION
PROJ. MGR: N.A.
DATE: (**/**/****)
APPROVED BY:
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No DATE AMENDMENTS INITIALS
northern beaches council
ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
PLAN OF CIVIL WORKS
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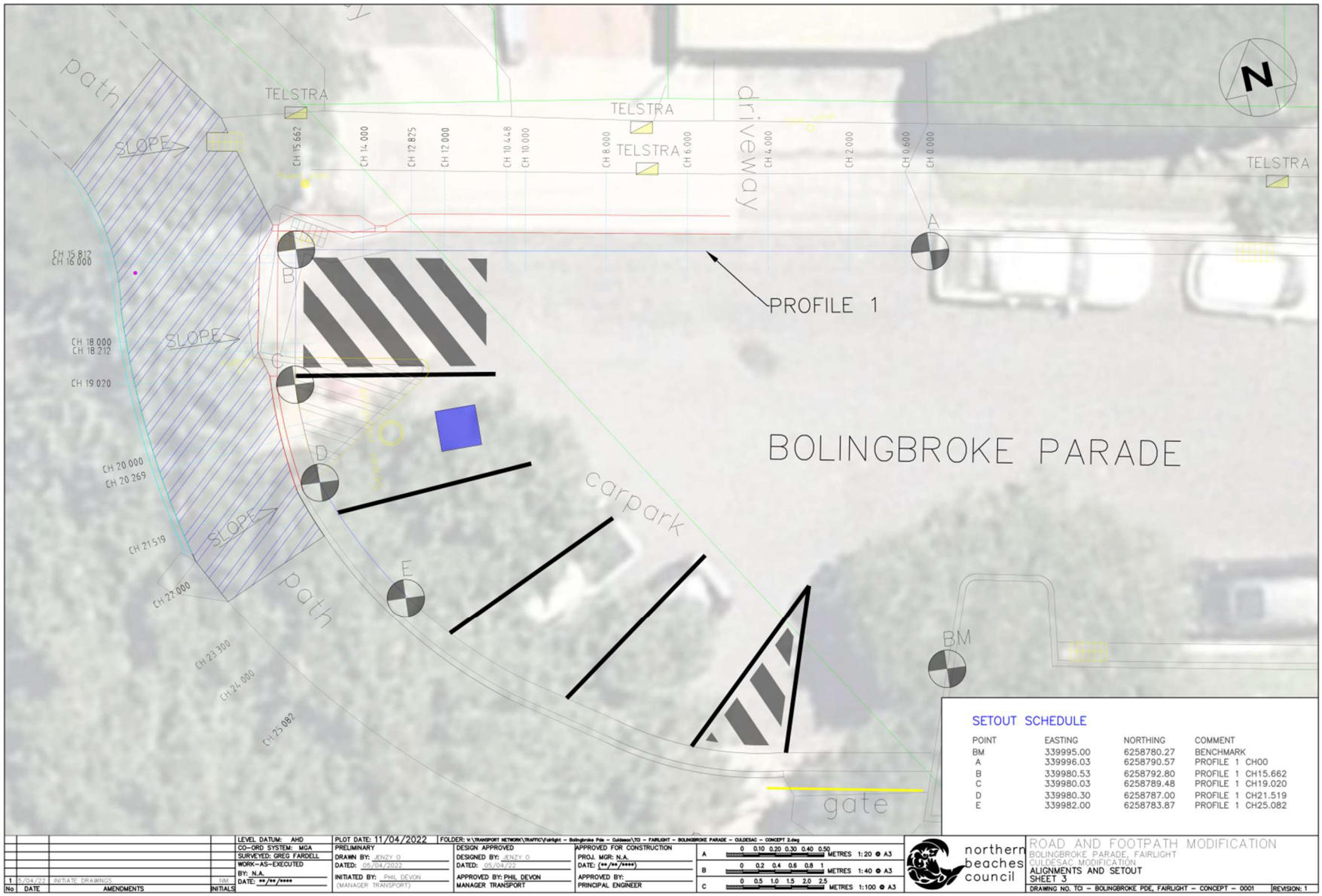
REVISION: 1



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D	339980.30	6258787.00	PROFILE 1 CH21.519
E	339982.00	6258783.87	PROFILE 1 CH25.082

LEVEL DATUM: AHD
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SURVEYED: GREG FARDELL
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No	DATE	AMENDMENTS	INITIALS
1	5/04/22	INITIATE DRAWINGS	NM

northern beaches council

ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
ALIGNMENTS AND SETOUT
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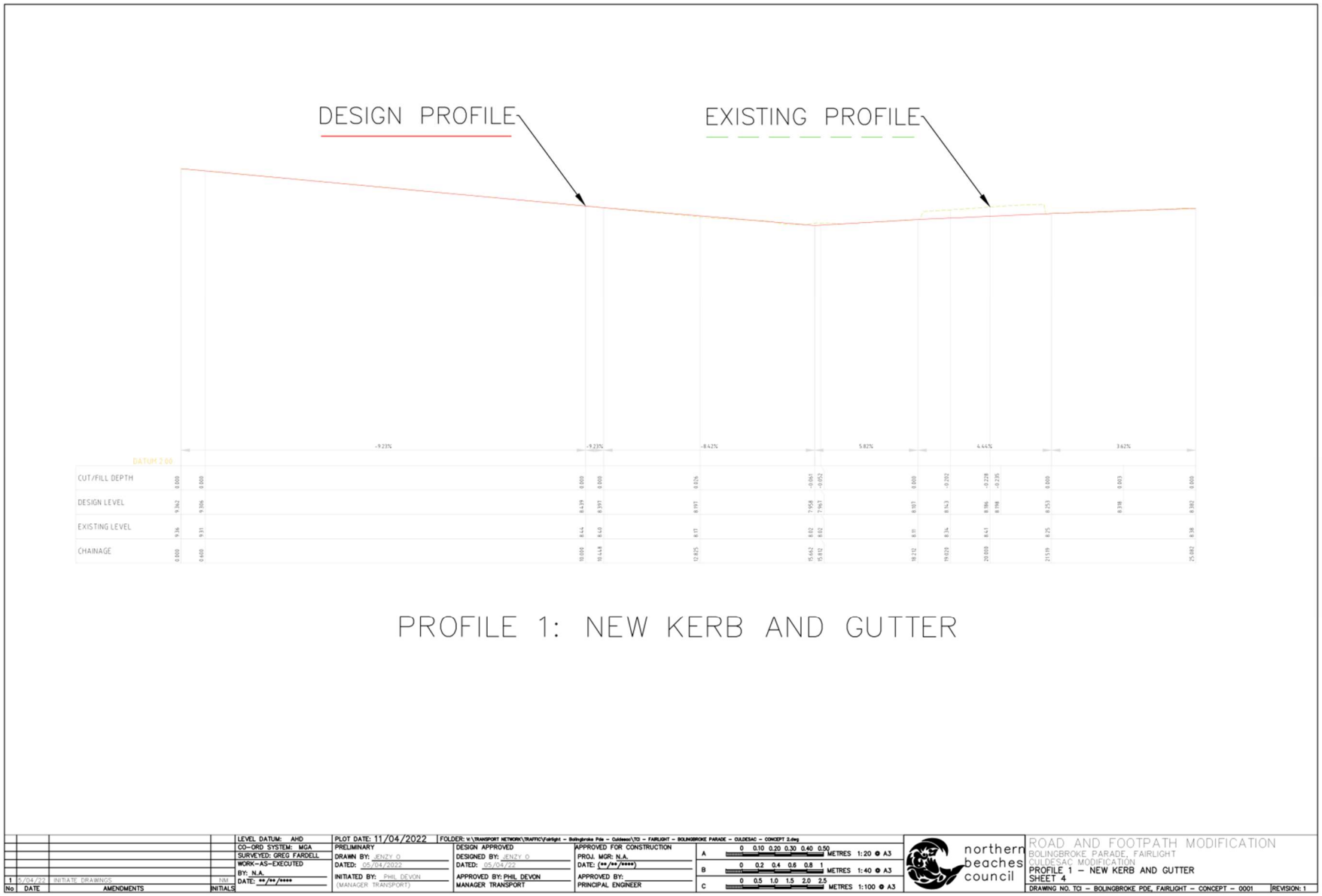
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CO-ORD SYSTEM: MGA
SURVEYED: GREG FARDELL
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BY: N.A.
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northern beaches council
ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
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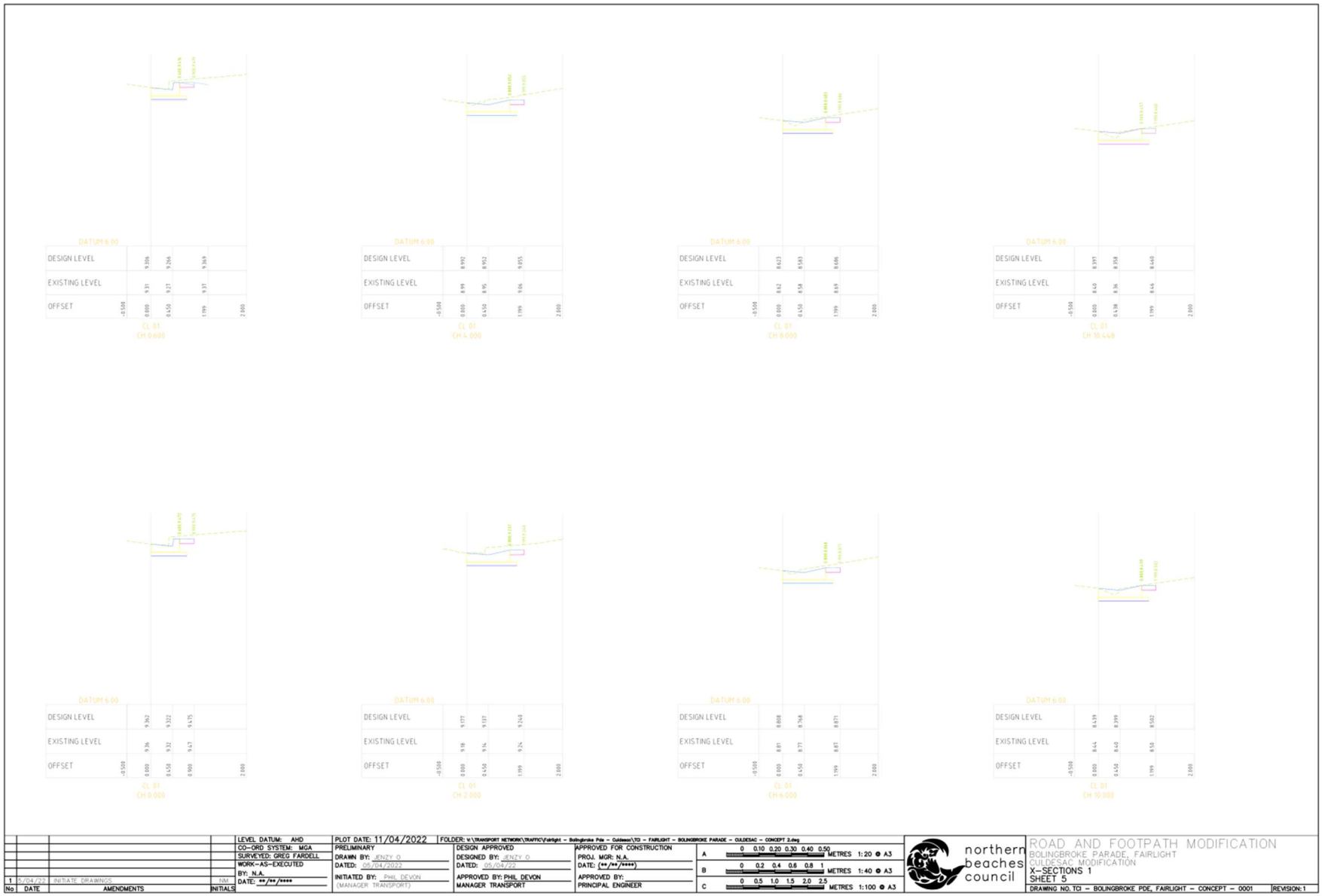
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northern beaches council
ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
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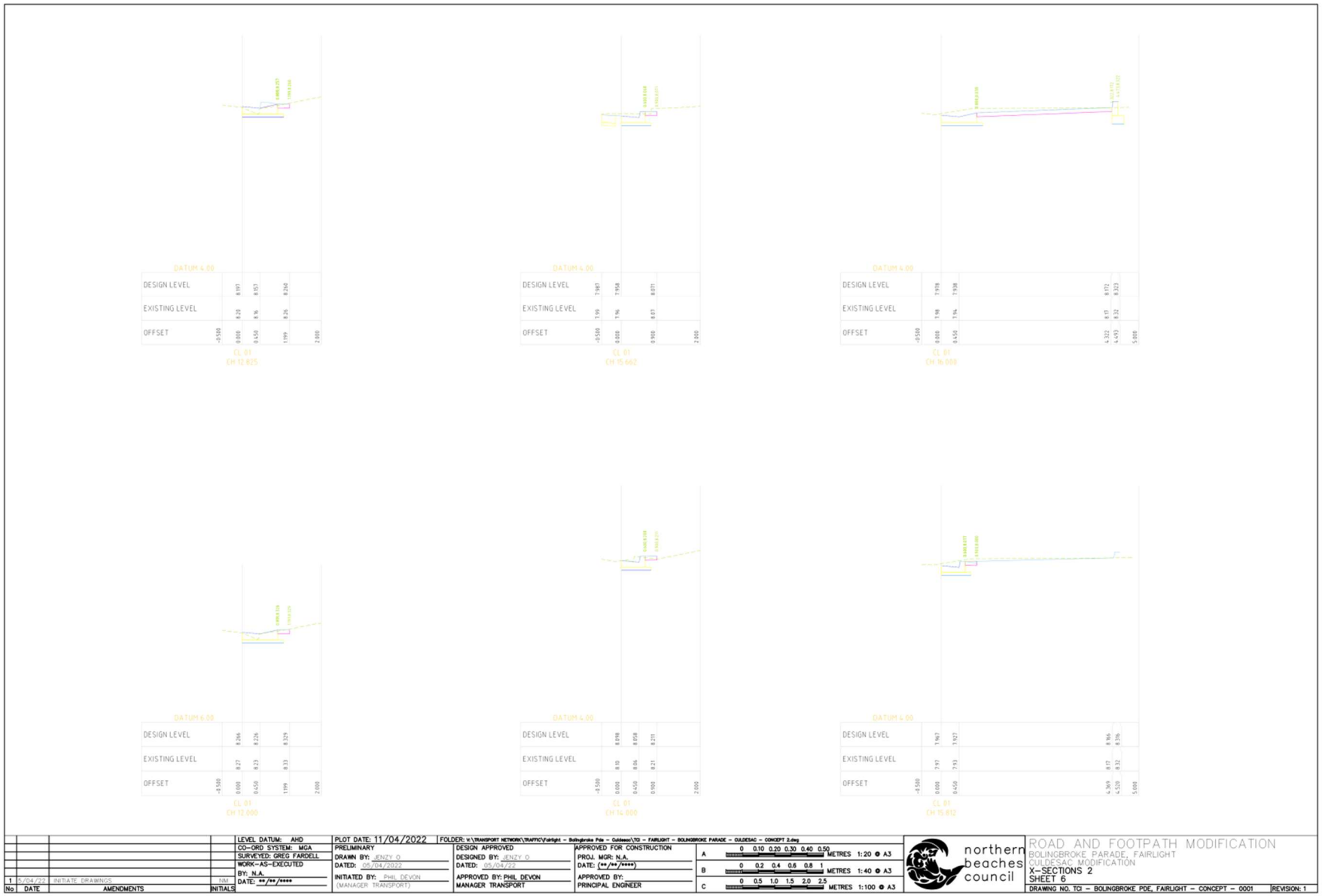
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ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
X-SECTIONS 2
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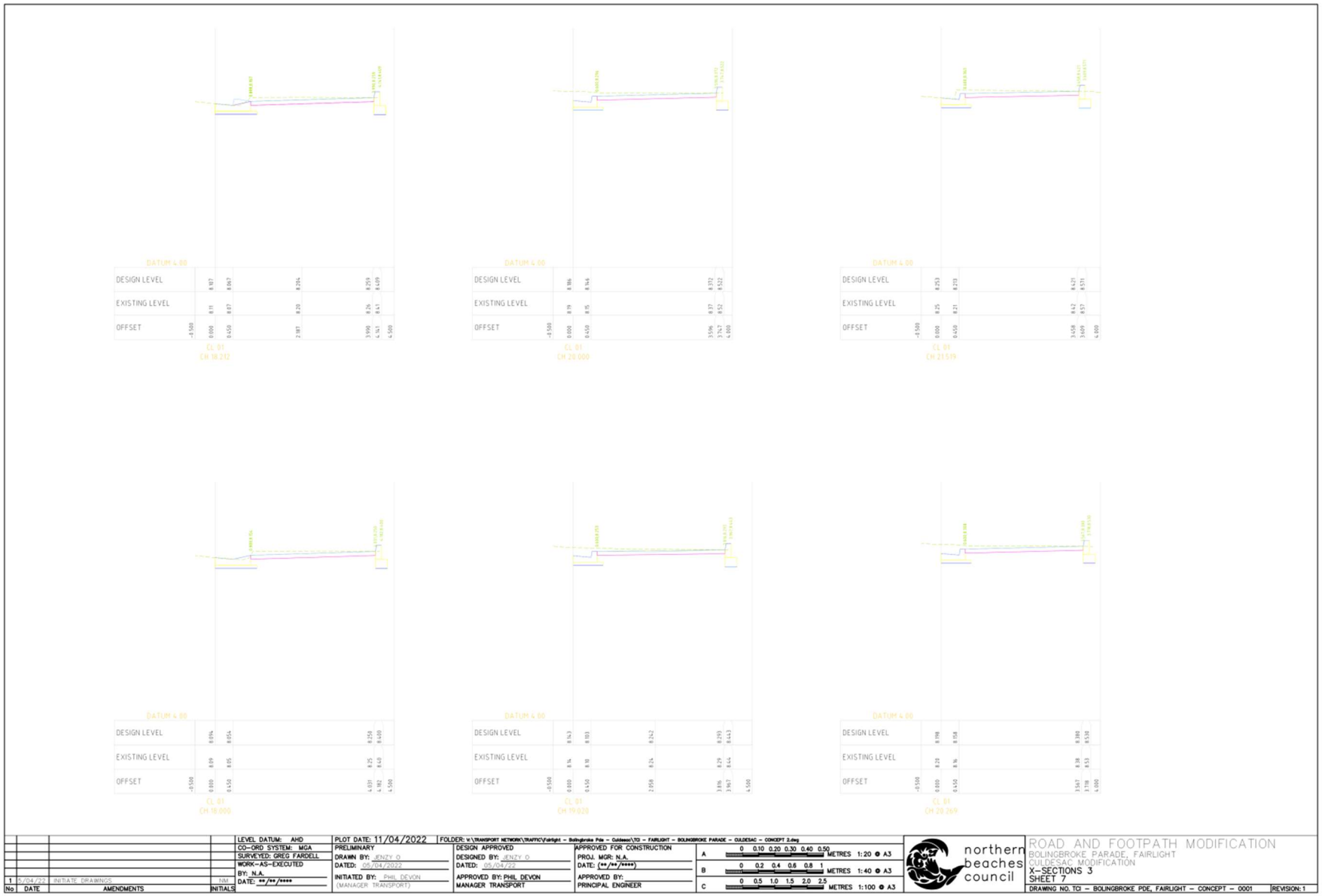
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SURVEYED: GREG FARDELL
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northern beaches council
ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
X-SECTIONS 3
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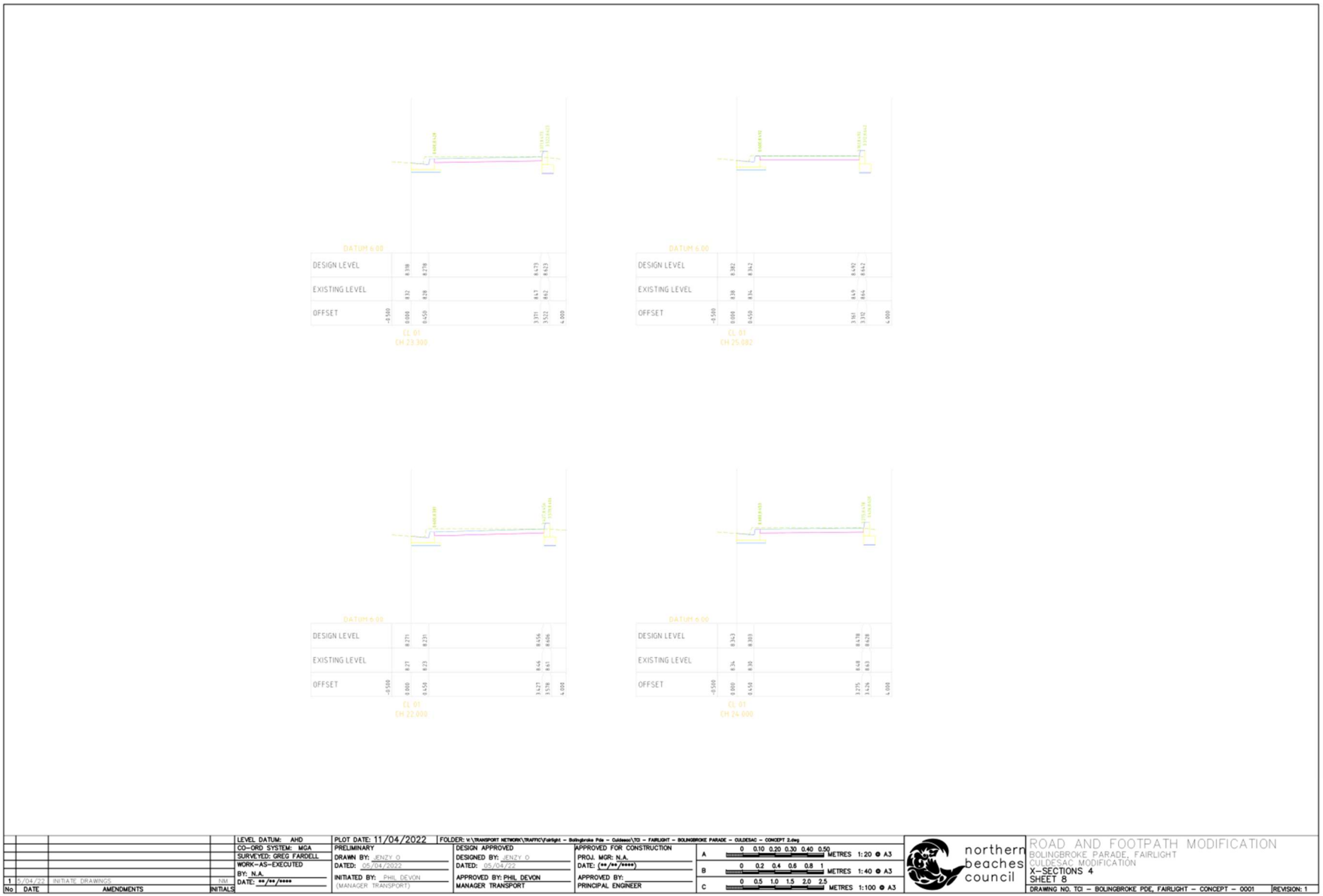
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northern beaches council
ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
X-SECTIONS 4
SHEET 8
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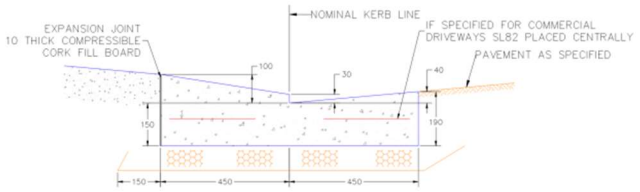

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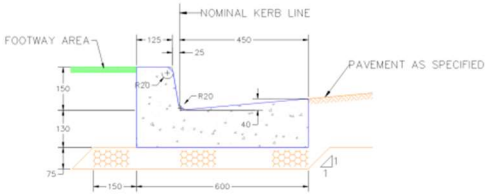

CONCRETE KERB & GUTTER DETAIL
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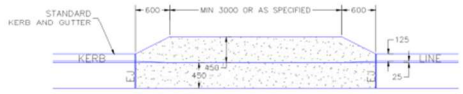
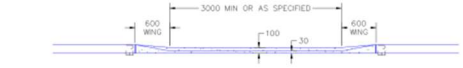
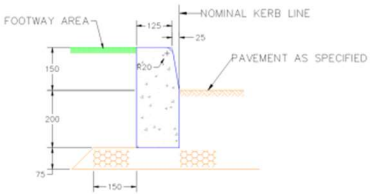


CONCRETE LAYBACK – PLAN
SCALE C



CONCRETE LAYBACK – FRONT ELEVATION
SCALE C



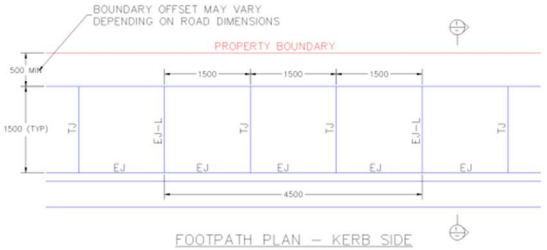
CONCRETE KERB ONLY DETAIL
SCALE A (0.05cum/m)

STANDARD KERB AND GUTTER NOTES

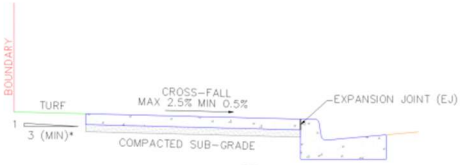
1. KERB AND GUTTER, CONCRETE EDGING, DISH DRAINS AND THE LIKE SHALL BE POURED IN PLAIN CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 25MPa AT 28 DAYS.
3. FOR ELEMENTS CONTRUCTED USING SLIPFORM, REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THAT THE CONCRETE COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPa AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB AND OR LAYBACK.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT IS TO BE REPLACED SAW CUT IN THE ASPHALT MINIMUM 500mm FROM LIP OF GUTTER, COMPACT SUBGRADE AND INSTALL ASPHALT STRIP TO MAKE SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS WITHIN THE ROAD RESERVE MUST BE UNDERTAKEN BY A COUNCIL APPROVED CONTRACTOR.

STANDARD CONCRETE FOOTPATH NOTES

1. FOOTPATHS TO HAVE A MAX. 2.5% CROSSFALL TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m WIDE FOOTPATH), AND BROOM FINISHED U.N.O.
2. CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
3. CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS OTHERWISE SPECIFIED.
4. CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
5. MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE.
6. CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE DGB20 (COMPACTED TO MINIMUM 98% MAXIMUM DRY DENSITY) OR 50mm THICK SAND (WELL COMPACTED TO DENSITY INDEX OF NOT LESS THAN 65%)
7. COUNCIL REQUIRES 24 HOURS NOTICE PRIOR TO POURING OF CONCRETE TO INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURED UNTIL THE EXCAVATION AND FORMWORK HAVE BEEN INSPECTED.
8. EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE AS SPECIFIED. REFER TO DETAILS.
9. PLAIN CONCRETE IS TO BE USED EXCEPT FOR PEDESTRIAN RAMPS (PRAM RAMPS) WHICH WILL BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT.
10. WHERE THE SLAB IS TO BE POURED ONTO EXISTING ROCK OR ONTO A CONCRETE SUBGRADE, PROVIDE A COAT OF RIGID BOND BREAKER BETWEEN THE INTERFACE TO ENSURE THAT THE CONCRETE WILL SET EVENLY THROUGHOUT THE WHOLE SECTION OF THE SLAB (EVEN SHRINKAGE CONTROL).
11. PLACE REINFORCEMENT FABRIC CENTRALLY USING SEATS AS PROPS AND ENSURING THAT THERE WILL BE AT LEAST 30mm MINIMUM COVER (FOR FOOTWAY SLABS) BETWEEN THE REINFORCEMENT AND EXTERNAL SURFACE OF THE SLAB.
12. CONCRETE IS TO BE FULLY CURED TO ENSURE THAT IT DOES NOT RESULT IN SHRINKAGE CRACKS. HIGHER STRENGTH CONCRETES TEND TO SET QUICKER AND REQUIRES PROPER CURING BY KEEPING IT CONTINUOUSLY WET FOR A MINIMUM OF 7 DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.
13. ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.
14. COMPRESSIBLE FILLER BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGNATED FIBREBOARD.
15. SAWN JOINTS WHERE REQUIRED ARE TO BE CUT AFTER THE CONCRETE HAS SUFFICIENTLY HARDENED THAT IT WILL NOT BE DAMAGED BY THE SAWING BUT BEFORE SHRINKAGE CRACKS CAN OCCUR.
16. PROVIDE "SMART URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS U.N.O.
17. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.



FOOTPATH PLAN – KERB SIDE
SCALE C



FOOTPATH SECTION 1
SCALE B

*NOTE: IF BATTER EXCEEDS 1 IN 3, RETAINING WALL OR EDGE BEAM MAY BE REQUIRED UPSIDE OF FOOTPATH (REFER DETAIL). LOCATION TO BE DETERMINED ON SITE

FOOTPATH SCHEDULE

FOOTPATH WIDTH (mm)	SLAB THICKNESS (mm)	DISTANCE BETWEEN TOOLED JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (SHRINKAGE CONTROL ONLY)
>2500	130* 150	WIDTH OF SLAB WIDTH OF SLAB	3 x SLAB WIDTH 3 x SLAB WIDTH	SL72 SL72

				LEVEL DATUM: AHD	PLOT DATE: 11/04/2022	FOLDER: v:\TRANSPORT NETWORK\TRAFFIC\Fairlight – Bolingbroke Pde – Coldesac\TCI – FAIRLIGHT – BOLINGBROKE PARADE – CULDESAC – CONCEPT 2.dwg	
				CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED	APPROVED FOR CONSTRUCTION
				SURVEYED: GREG FARDELL	DRAWN BY: JENZY O	DESIGNED BY: JENZY O	PROJ. MGR: N.A.
				WORK-AS-EXECUTED	DATED: 05/04/2022	DATED: 05/04/22	DATE: (**/**/****)
				BY: N.A.	INITIATED BY: PHIL DEVON (MANAGER TRANSPORT)	APPROVED BY: PHIL DEVON MANAGER TRANSPORT	APPROVED BY: PRINCIPAL ENGINEER
1	5/04/22	INITIATE DRAWINGS	NM	DATE: **/**/****			
No	DATE	AMENDMENTS	INITIALS				

A: 0 0.10 0.20 0.30 0.40 0.50 METRES 1:20 @ A3
B: 0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3
C: 0 0.5 1.0 1.5 2.0 2.5 METRES 1:100 @ A3

northern beaches council

ROAD AND FOOTPATH MODIFICATION
BOLINGBROKE PARADE, FAIRLIGHT
CULDESAC MODIFICATION
DETAILS
SHEET 9
DRAWING NO. TCI – BOLINGBROKE PDE, FAIRLIGHT – CONCEPT – 0001 REVISION: 1

Table of Consultation

Address	**Bolingbroke Parade, Fairlight**
Proposal	**Disabled Parking Space**

Properties Consulted	82
Responses Received	6
Support	3
Do Not Support	3

Issue	Resident Comment	Council Response
Concerns for Manly Boat Shed	Manly Boat Shed needs more parking spaces.	A business cannot reserve parking spaces on road for its customers.
Lack of parking	Parking spaces are limited for families and friends.	Families and friends can park on street adjacent to this area with no parking limits and stay longer.
Parking for nearby properties	Apartment residents with Lauderdale addresses with no parking spaces require parking at this location.	The on-street parking spaces shall be shared with visitors and cannot be allocated to residents.
Concerns for enforcement	Lack of parking inspectors will let the spaces abused by other not entitled.	Rangers will be advised to patrol this area more often.

ITEM 4.2	**LANTANA AVENUE, NARRABEEN - REPLACEMENT OF BUS ZONE SIGNS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/238345**
ATTACHMENTS	**1 Plan**
	2 Table of Consultation

GEOCODES: -33.725151, 151.285004

REPORT

BACKGROUND

Council has received concerns from Keolis Downer regarding the replacement of the existing part-time Bus Zone signs in Lantana Avenue with full time Bus Zone signs, due to the consistency with other nearby Bus Stops in Lantana Avenue.

LOCATION

- Lantana Avenue is a local road of 6m in width, carrying medium volumes of two-way traffic.
- Lantana Avenue intersects Veterans Parade on its eastern side and it ends in a cul-de-sac on its western side.
- There is a Bus Zone and No Parking Zone on opposite side of the proposed location on Lantana Avenue.
- There is no Bus route that services Lantana Avenue.

ISSUES

- The existing part time Bus Zone signs on Lantana Avenue are not consistent with other nearby full-time Bus Zone signs in Lantana Avenue.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the replacement of the existing “Bus Zone, 7:30am-8:30am, 3:30pm- 4:30pm” signs with full-time Bus Zone signs between No’s .29 - 33 Lantana Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 62 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 2 submissions were received with 2 objections and none supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

A. The replacement of the existing “Bus Zone, 7:30am-8:30am, 3:30pm- 4:30pm” signs with full-time Bus Zone signs between No’s 29 – 33 Lantana Avenue.

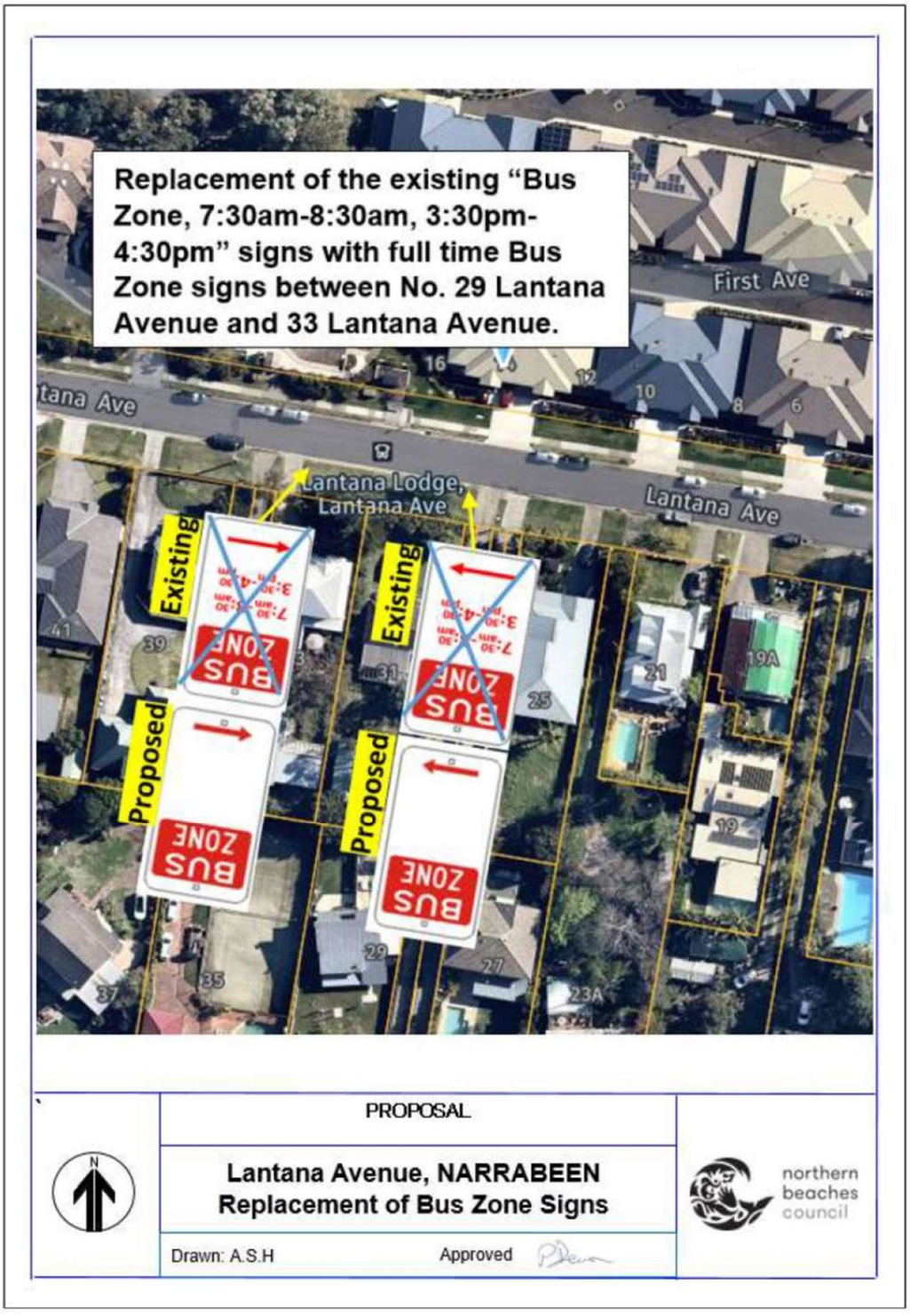

Replacement of the existing "Bus Zone, 7:30am-8:30am, 3:30pm-4:30pm" signs with full time Bus Zone signs between No. 29 Lantana Avenue and 33 Lantana Avenue.
First Ave
Lantana Ave
Lantana Lodge, Lantana Ave
Existing
Existing
Proposed
Proposed
BUS ZONE
PROPOSAL
Lantana Avenue, NARRABEEN
Replacement of Bus Zone Signs
Drawn: A.S.H
Approved
northern beaches council

Table of Consultation

Address	Lantana Avenue, Narrabeen
Proposal	Installation of No Stopping Yellow Line

Properties Consulted	62
Responses Received	2
Support	0
Do Not Support	2

Issue	Resident Comment	Council Response
Lack of Parking	Visitors unable to find parking. If this is changed Buses roar down our street using loud compression brakes.	Council's proposal affects only the exiting Bus zone on Lantana Avenue that has no consistency with the nearby full time Bus zone signs on Lantana Avenue. The proposal does not affect the remaining parking area and they will be remaining unchanged.

ITEM 4.3	**OLIVER STREET, QUEENSCLIFF - PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/195749**
ATTACHMENTS	**1 Oliver Street, Queenscliff - Plan (Original)**
	2 Oliver Street, Queenscliff - Plan (Amended)
	3 Table of Consultation

GEOCODES: -33.77984, 151.28212 to -33.78145, 151.27852

REPORT

BACKGROUND

Council has received concerns from local residents regarding a proliferation of boats, trailers and other large vehicles parked between Cavill Street and Pittwater Road on Oliver Street.

LOCATION

- Oliver Street is a regional road connecting North Manly and Curl Curl, carrying large volumes of traffic, with a default speed limit of 50km/h.
- The intersections of Oliver Street at Cavill Street and Oliver Street at Pittwater Road are controlled by traffic lights.
- No Give Way or Stop signs are installed at the intersection of Oliver Street at Dalley Street, while vehicles travelling on Dalley Street approaching this intersection are supposed to give way.
- The section under consideration of Oliver Street is on a gentle slope, while sight distances are influenced at the road bends.
- The width of Oliver Street in this area is approximately 13 metres, and slightly increased in locations adjacent to intersections.
- The road serves four trafficable lanes, two for each direction, divided by double unbroken centrelines.
- Parking on the north side of Oliver Street is generally unrestricted, with the exceptions of No Stopping restriction from Pittwater Road and two bus stops (Stop ID: 209684 and 209611).
- Parking restrictions on the south side of Oliver Street are similar, except a part-time No Parking (7 am – 9 am, Monday to Friday) introduced in 2021 for the sections before the Bus Stop approaching Pittwater Road (Stop ID: 210056).
- Adjacent land use consists industrial, commercial and medium density housings.
- 165X and multiple school bus routes serve this area.
- Footpath is available on both sides of the road.

ISSUES

- Trailers and other vehicles (e.g. buses) parked in this location for extended periods of time limit access to parking spaces for local residents.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install:

1. 8P Timed Parking restrictions on this interval of Oliver Street
2. Two lengths of full-time No Parking restrictions on both sides of the street
3. A Bus Zone at the existing bus stop on the north side of the street
4. A No Stopping zone at the north side of the intersection of Oliver Street and Dally Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters were initially distributed to 129 properties within the immediate vicinity of the location providing notification of the proposed changes. Council received responses from a number of residents opposing the 8P timed parking restriction due to the impact on the residents' on-street parking opportunities. Some of the residents requested the consultation letters to be more widely circulated.

In response to these comments, the consultation letter was amended with the proposed 8P timed parking restriction with No Parking Motor Vehicles Excepted restriction, along with other minor updates. The letters were distributed to 274 properties. The responses are noted in Attachment 3 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of No Parking Motor Vehicles Excepted parking restrictions and a No Parking restriction on approach to the existing Bus Zone adjacent to 378 Pittwater Road, on the south side of Oliver Street between Cavill Street and Pittwater Road.
B. Installation of 8P Timed Parking restrictions, a No Stopping restriction opposite Dalley Street, a Bus Zone at the existing bus stop east of Pittwater Road, and a No Parking restriction on approach to the proposed Bus Zone, on the north side of Oliver Street between Cavill Street and Pittwater Road.

PROPOSAL					
Oliver Street, Queenscliff 8P Timed Parking and Associated Parking Restrictions					
DRAWN	YR		APPROVED		
LAYOUT	1 OF 1	REVISION NO.	A	DATE	27/Jan/2021

northern beaches council

Existing
CAVILL STREET
Oliver St at Cavill St
Crown Rd
Cavill St opp Crown Rd
Dalley St
Queenscliff Rd
Bus Zone
Oliver St
Palomar Pde
Existing
34m
Proposed Bus Zone
30m
8m
Oliver St after Pittwater Rd
Bus Zone
PITTWATER ROAD
Lakeside Cres
Existing
*NOT TO SCALE
Legend:
Proposed No Stopping
(Excluding sections marked as Existing)
Proposed No Parking
(Excluding one section marked as Existing)
Proposed No Parking Motor Vehicles Excepted
Proposed 8P Timed Parking, 8am – 8pm Monday-Friday
PROPOSAL
Oliver Street, Queenscliff
No Parking and Timed Parking Restrictions
DRAWN YR
APPROVED
LAYOUT 1 OF 1
REVISION NO. A
DATE 14/Feb/2021
northern beaches council

Table of Consultation

Address	**Oliver Street, Queenscliff**
Proposal	**No Parking, Timed Parking and Other Restrictions**

Properties Consulted	274
Responses Received	17
Support	7
Do Not Support	8
Neither	2

* Unable to determine 4 resident locations

Issue	Resident Comment	Council Response
Lack of Parking	Parking spaces are not enough on Oliver Street. Spaces on Oliver Street are required for overnight visitors.	Occasional long-staying visitors can access parking opportunities on nearby streets. 8P does not apply on weekends.
Inconvenience	Residents will need to move their vehicles everyday.	The proposal intends to improve on-street parking availability and turnover. 8 hours parking restriction is suitable in this location for on-street parking spaces for the public.
Resident Parking Scheme	Exemptions for residents' trailers.	There is no provision for a resident exemption to a No Parking restriction and as most residents have off-street parking, a permit parking scheme would not be appropriate in this location.
Trailer Parking	Spaces are required to store trailers. It is the best location for Queenscliff residents to park boat trailers.	Public roads are availble for all motorists. Council endeavours to provide parking for all road users. Long term parking of vehicles should be the responsibility of the property owners on private properties.
Trailer Parking Restriction on Other Streets	Trailers may be relocated to other nearby streets.	Council will continue to monitor the parking conditions and may take action accordingly when necessary.
Heavy Vehicle Parking	Buses and trucks are taking up spaces. Trucks are left over on weekends.	Rangers will also patrol this area and will infringe any vehicles exceeding 7.5m in length and vehciles exceeding 4.5 tonne GVM, which stays at this location for longer than 1 hour.

ITEM 4.4	**MACPHERSON STREET, WARRIEWOOD - INSTALLATION OF NO PARKING, MOTOR VEHICLES EXCEPTED RESTRICTION**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/214787**
ATTACHMENTS	**1 Plan**
	2 Table of Consultation

GEOCODES: -33.686569, 151.292755

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked caravans, trailers and boats on MacPherson Street that cause a shortage of parking for residents and visitors to the area.

LOCATION

Macpherson Street is a local road with a 7m width, carrying medium volumes of two-way traffic. Macpherson Street intersects Laurina Street on its western side and it intersects Boondah Road on its south eastern side. There are existing No Stopping and Bus Zones on Macpherson Street. There is a Bus route that services Macpherson Street.

ISSUES

- Parked caravans, trailers and boats on MacPherson Street that cause a shortage of parking for residents and visitors to the area.

PROPOSAL

Council has undertaken a review of the above location and proposes the installation of “No Parking, Motor Vehicles Excepted” restrictions on both sides of MacPherson Street between the pedestrian refuge east of Lakeview Avenue and Laurina Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 63 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 42 submissions were received with 2 objections and 40 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

A. The installation of “No Parking, Motor Vehicles Excepted” restrictions on both sides of MacPherson Street between the pedestrian refuge east of Lakeview Avenue and Laurina Street.

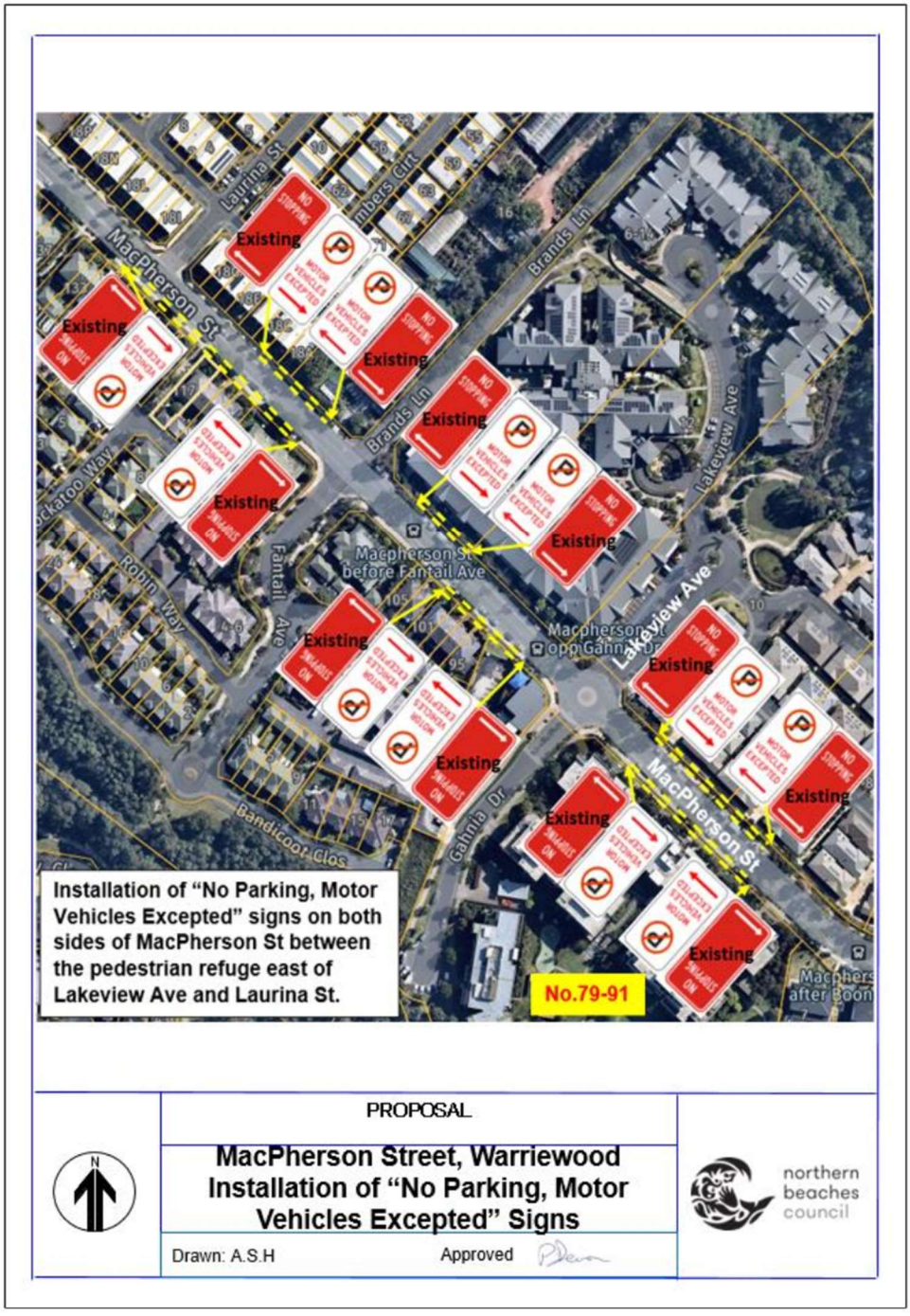

Laurina St
Imbers Cirt
Brands Ln
MacPherson St
Existing
Lakeview Ave
Kookaroo Way
Robin Way
Fantail Ave
Macpherson St before Fantail Ave
Macpherson St opp Gahnia Dr
Bandicoot Clos
Gahnia Dr
Installation of "No Parking, Motor Vehicles Excepted" signs on both sides of MacPherson St between the pedestrian refuge east of Lakeview Ave and Laurina St.
No.79-91
PROPOSAL
MacPherson Street, Warriewood
Installation of "No Parking, Motor Vehicles Excepted" Signs
Drawn: A.S.H
Approved
N
northern beaches council

Table of Consultation

Address	MacPherson Street, WARRIEWOOD
Proposal	Installation of No Parking, Motor Vehicles Excepted Restriction

Properties Consulted	63
Responses Received	42
Support	40
Do Not Support	2

Issue	Resident Comment	Council Response
Lack of Parking	As residents in the area, we find it difficult to find sufficient vehicle parking due to boats, trailers and caravans taking up spaces and obstructing vision in Macpherson Street.	Council proposes the installation of No Parking, Motor Vehicles Excepted restrictions in order to increase vehicle parking and to improve site views for the exiting vehicles from driveways into MacPherson Street. The proposal will also improve vision for the oncoming vehicles on this street.
Road Safety	As it is, there are caravans, boats and trailers parked permanently along this strip of Macpherson Street, meaning a loss of parking for residents and their visitors and a visual hindrance for pedestrians wishing to cross the busy road, not to mention how untidy it makes the area look.	Council's proposal will resolve the issue by removing the permanent caravans, boats and trailers and will increase side views for pedestrian who wish to cross the road safely.

ITEM 4.5	**PARK STREET, COLLAROY - EXTENSION OF NO STOPPING RESTRICTION**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/160775**
ATTACHMENTS	**1 Plan** **2 Table of Consultation**

GEOCODES: -33.726120, 151.295868

REPORT

BACKGROUND

Council has received concerns regarding parked vehicles on Park Street causing difficulties for garbage trucks that are unable to turn around easily in the cul-de-sac. This results in the drivers having to reverse dangerously creating the potential for the trucks to cause damage to parked vehicles. Similar issues are experienced by other large vehicles accessing the street.

LOCATION

Park Street is a local road with an 8m width, carrying medium volumes of two-way traffic. Park Street intersects Stuart Street on its north-eastern side and it ends to a cul-de-sac on its southern side. There is a No Stopping sign on northern side of driveway No.5 Park Street. There is no bus route that services Park Street.

ISSUES

- Parked vehicles on Park Street causing difficulties for garbage trucks that are unable to turn around easily in the cul-de-sac.

- This results in the drivers having to reverse dangerously and creates a potential for the trucks to cause damage to parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the relocation of the existing No Stopping (R) sign located on northern side of the driveway to No.5 Park Street by a distance of 5m in a northerly direction.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

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.

- A total of 4 submissions were received with 4 objections and none supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

A. The relocation of the existing No Stopping (R) sign located on northern side of the driveway to No.5 Park Street by a distance of 5m in a northerly direction.

NO STOPPING
NO STOPPING
5m
Park St
5 Park St
Relocation of existing No Stopping (R) sign by a distance of 5m in a northerly direction
PROPOSAL
N
Park Street, COLLAROY
Relocation of No Stopping Sign
Drawn: A.S.H
Approved
northern beaches council

Table of Consultation

Address	Park Street, COLLAROY
Proposal	Extension of No Stopping Restriction

Properties Consulted	21
Responses Received	4
Support	0
Do Not Support	4

Issue	Resident Comment	Council Response
Lack of Parking	Because of the units and houses on Stuart Street not having enough parking there is always a shortage of parking at peak periods on Park Street now.	Long term parking of private vehicles must be on private properties as the residents are responsible to utilise garages and existing driveways for off-street parking in case of increased parking demands.
Problem Solving	I have noticed garbage trucks having difficulties negotiating the streets, however, with sufficient spotting it is manageable. I myself have a truck license and work in extremely narrow streets undertaking work for Council such as city of Sydney, inner west Council and Fairfield Council, although a difficult task, streets similar to ours are manageable with sufficient supervision and spotting.	Council proposes a permanent solution rather than providing a temporary solution that it may be neglected at any time. The proposal of the extension of No Stopping restriction will improve the safety issues in the cul-de-sac that will reduce a potential for the trucks to cause damage to parked vehicles.

ITEM 4.6	**DARLEY STREET, FORESTVILLE - NO STOPPING & SPEED CUSHIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/293508**
ATTACHMENTS	**1 Darley Street, Forestville - Plan** **2 Darley Street, Forestville - Table Of Consultation**

GEOCODES: -33.767442, 151.212948

REPORT

BACKGROUND

Council has received concerns from local residents regarding inappropriate speed of vehicles in the proposed section of Darley Street, Forestville.

LOCATION

- Darley Street is a collector road running north-south between Warringah Road and Melwood Avenue with a posted speed limit of 50 km/h.
- Darley Street has traffic signals located at its intersection with Warringah Road and the Forestville Public School and Forestville shopping centre located to the north of the traffic.
- There is a roundabout located at the intersection with Cannons Parade and double barrier lines marked in Darley Street from the roundabout to just north of the intersection with Neale Avenue.
- The width of the proposed section of Darley Street is approximately 9.7 metres, has an existing dividing line into, is located adjacent to a streetlight and is between the intersections of Tabora Street and Tora Place, Forestville.
- Horizontal and vertical alignment changes rapidly.
- Adjacent land use consists of low to medium density housing

ISSUES

- Local residents have raised multiple concerns in relation to excessive speed and dangerous driving.
- A review indicates there has been one accident, involving a right turn from Tabora Street into Darley Street in 2013.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce speed cushions outside No.57 Darley Street and No.1 Tabora Street on Darley Street, between Tabora Street and Tora Place, Forestville. To enhance visibility of the speed cushions, No Stopping areas and warning signs are included in the proposal.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of 2 x Speed Cushions (2.2m in width x 2m in length) outside No.57 Darley Street and No.1 Tabora Street. on Darley Street, Forestville.
B. Installation of statutory No Stopping Unbroken Yellow kerb Lines at the intersection of Tora Place and Darley Street, on the northern side extend the line to the southern side of the driveway at No.57 Darley Street, Forestville.
C. Installation statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Tabora Street and Darley Street, on the southern side extend the line to the northern side of the driveway at No.50 Darley Street, Forestville.
D. Installation 2 x Speed Hump signs, 1 x on the southern side of the intersection of Tabora Street and Darley Street and 1 x at the northern side of the intersection of Tora Place and Darley Street, Forestville.

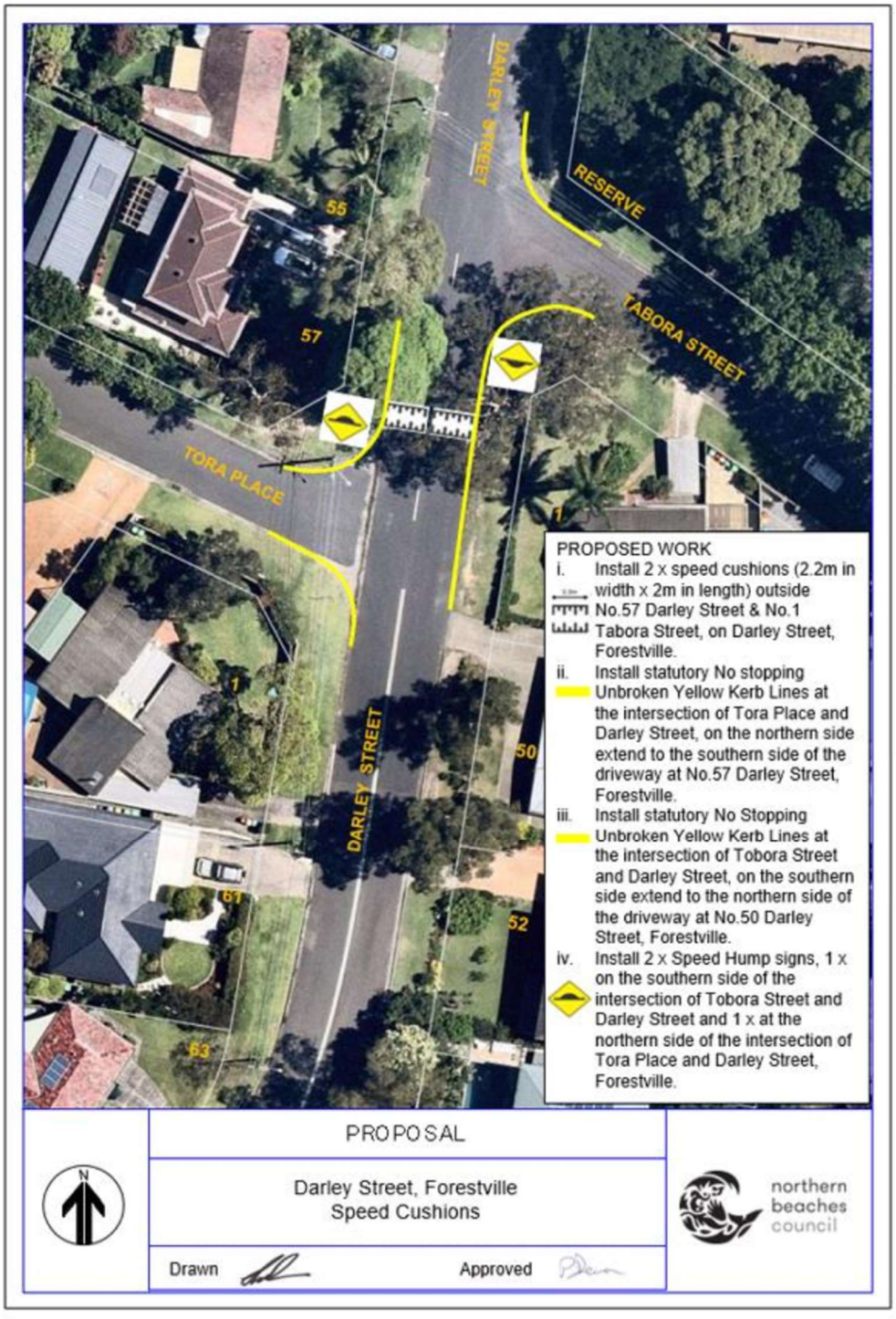

DARLEY STREET
RESERVE
TABORA STREET
TORA PLACE
55
57
1
50
52
63
PROPOSED WORK
i. Install 2 x speed cushions (2.2m in width x 2m in length) outside No.57 Darley Street & No.1 Tabora Street, on Darley Street, Forestville.
ii. Install statutory No stopping Unbroken Yellow Kerb Lines at the intersection of Tora Place and Darley Street, on the northern side extend to the southern side of the driveway at No.57 Darley Street, Forestville.
iii. Install statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Tobora Street and Darley Street, on the southern side extend to the northern side of the driveway at No.50 Darley Street, Forestville.
iv. Install 2 x Speed Hump signs, 1 x on the southern side of the intersection of Tobora Street and Darley Street and 1 x at the northern side of the intersection of Tora Place and Darley Street, Forestville.
PROPOSAL
Darley Street, Forestville
Speed Cushions
Drawn
Approved
northern beaches council

Table of Consultation

Address	**Darley Street, Forestville**
Proposal	**No Stopping & Speed Cushions**

Properties Consulted	21
Responses Received	5
Support	5
Do Not Support	

1 x Requesting amendment

Issue	Resident Comment	Council Response
Location	I support, but, can it be placed where Darley Road runs over Bates Creek?Between Tingira Place and Tabora Street?	The proposed location is in the middle of the road, adjacent to street lighting to provide visibility at night, in particular, on the flat part of the road adjacent to the entrance/exit of the inclines where vehicles appear to increase speed up and downhill.

ITEM 4.7	**ADA & ETHEL AVENUE AND MILES STREET, BROOKVALE - TIMED PARKING**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/295719**
ATTACHMENTS	**1 Ada & Ethel Avenue & Miles Street, Brookvale - Plan** **2 Ada & Ethel Avenue & Miles Street, Brookvale - Table Of Consultation**

GEOCODES: -33.767340, 151.276735, -33.766183, 151.278037 & -33.766773, 151.277508

REPORT

BACKGROUND

Council has received concerns from local business regarding ongoing illegal parking and the parking of abandoned vehicles, caravans, box & boat trailers and heavy vehicles in Ada & Ethel Avenue & Miles Street, Brookvale. The concerns raised affect traffic flow and visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- Ada & Ethel Avenue and Miles Street are all local roads with speed limits of 50km/h and parallel parking on both sides of the road.
- Ada & Ethel Avenue and Miles Street are located within the industrial area and there is high demand for on-street parking spaces. There are generally unrestricted parking areas in Ada & Ethel Avenue and Miles Street, and these are mostly taken up by employees and visitors to the industrial area.
- Parking near the intersections of Ada & Ethel Avenue and Miles Street are controlled by No Stopping restrictions.
- Adjacent land use consists of cafes, mechanics, gym facilities, hardware and retail.
- The surrounding area includes Warringah Mall, Freshwater Senior Campus and John Fisher Park.

ISSUES

- Parking use in Ada & Ethel Avenue and Miles Street is shared between the businesses, customers and staff. The variety of businesses in Ada & Ethel Avenue and Miles Street have different parking needs and some businesses have requested additional on-street timed parking for their employees.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the double-parked vehicles.
- Existing State Government legislation.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways and double parking.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes to:

- Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada and Ethel Avenue from Wattle Road, Brookvale.
- Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Miles Street from Harbord Road, Brookvale.
- Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada Avenue from Orchard Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 331 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 the:

A. Installation of an Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada and Ethel Avenue from Wattle Road, Brookvale.

B. Installation of Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Miles Street from Harbord Road, Brookvale.

C. Installation of Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada Avenue from Orchard Road, Brookvale.

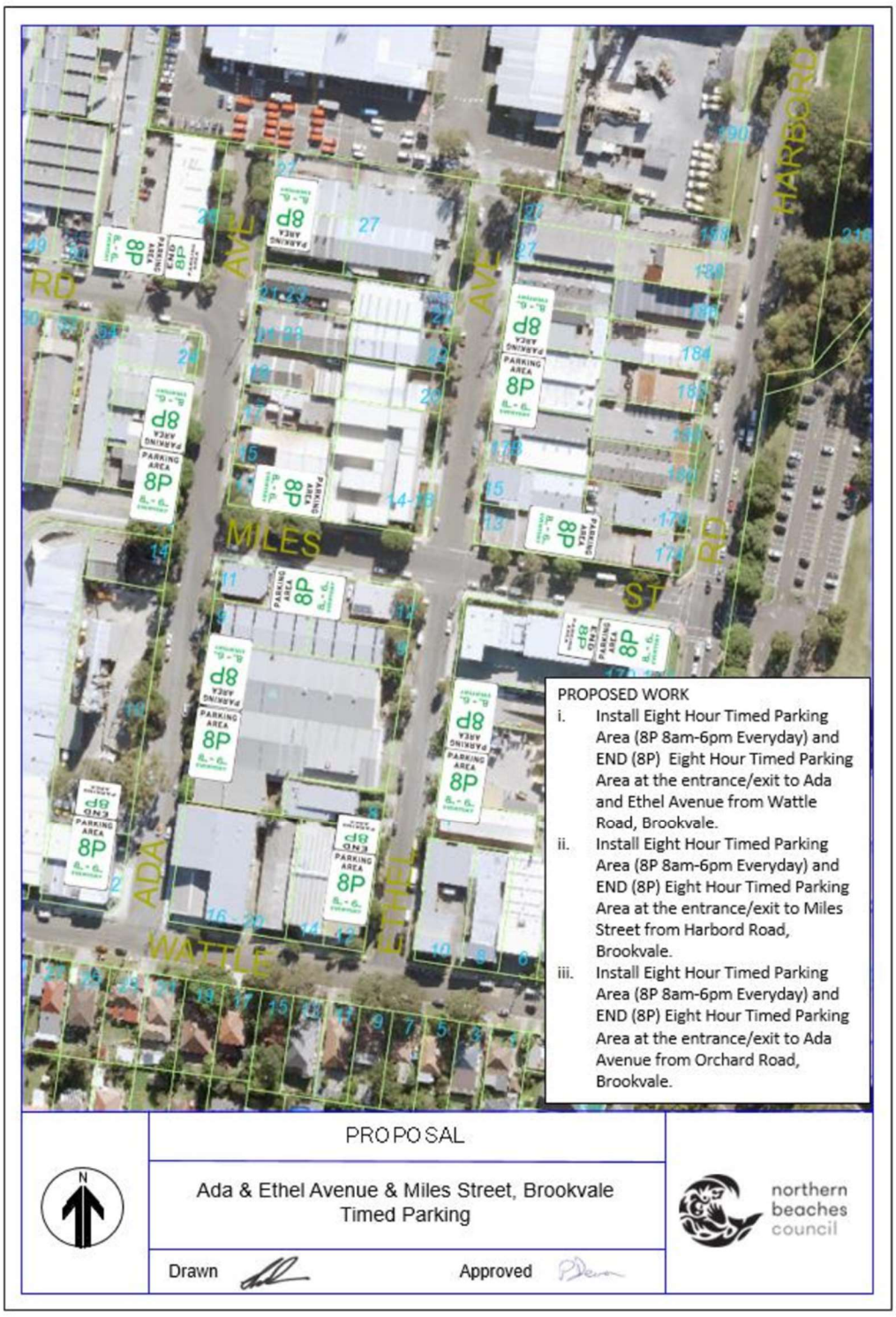

HARBORD RD
MILES ST
ADA AVE
ETHEL AVE
WATTLE RD
8P PARKING AREA
PROPOSED WORK
i. Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada and Ethel Avenue from Wattle Road, Brookvale.
ii. Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Miles Street from Harbord Road, Brookvale.
iii. Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada Avenue from Orchard Road, Brookvale.
PROPOSAL
Ada & Ethel Avenue & Miles Street, Brookvale
Timed Parking
Drawn
Approved
N
northern beaches council

Table of Consultation

Address	**Ada & Ethel Avenue & Miles Street, Brookvale**
Proposal	**Timed Parking**

Properties Consulted	331
Responses Received	18
Support	17
Do Not Support	1

1 x Requesting amendment

Issue	Resident Comment	Council Response
Affects Business	We have four car mechanics, three coffee shops, one car wrecker and two child care centres, all within 200 metres and they all need carparks.	Businesses in industrial areas generally have DA conditions that include parking, off-street parking is intended for all public road users.
Compliance Issues	Orchard Road; Car Wrecker, all his factory car spaces are taken with cars to dismantle, constantly parked cars on the road, some registered and some not registered up to half a dozen. Others are parked bumper to bumper so you cannot notice the missing registration plate. At times moving these cars around to Ada Avenue and Miles Street. Unregistered cars are not to be driven around and should not be dumped on a public road. Some cars stand up to 2-3 weeks. Orchard Road; Car mechanic, about a 270 m2 factory, up to 3 people working there. Cars standing on the street double parked, bonnet open and the repair is completed on the road. Cars waiting to be repaired are also parked on the street. His private car projects standing around for weeks. Ada Avenue; Sandblaster: No customer car park, a Bus, his car in the driveway and two of the vehicles on the street. So when a customer arrives, they will double park on the street (usually a truck) while the owner moves his car onto the Council strip. Miles Street. Here we have several box trailers, and a boat trailer or two, and a caravan with a 4 wheel drive for many weeks now. We also find an unregistered car from the wrecker in Miles Street and maybe another other one in Ada Avenue.	The proposal intends to improve on-street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers. All compliance issues raised were forwarded to Council's Building and Ranger teams for investigation. NSW Police can investigate any road safety issues and unroadworthy vehicles.
Additional Comments	We fully support the installation of timed parking, but we would prefer timed parking of 12 or 24 hours, which would still get rid of the boats and trailers that are left on the road for months at a time.	Eight (8) Hours is the maximum timed parking period enforceable by Council Rangers and provides sufficient time for employee parking throughout the day.

ITEM 4.8	**ROWE STREET, FRESHWATER - NO PARKING & SPEED CUSHIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/299205**
ATTACHMENTS	**1 Rowe Street, Freshwater - Plan**
	2 Rowe Street, Freshwater - Table Of Consultation

GEOCODES: -33.779227, 151.278839 & -33.779816, 151.278752

REPORT

BACKGROUND

Council has received concerns from local residents regarding the inappropriate speed of vehicles and reduced visibility in the proposed section of Rowe Street, Freshwater.

LOCATION

- Rowe Street varies in width from 9.6-9.8 metres, with double barrier lines located from the northern intersection with Palomar Parade and around the bend to near Harbord Road. Vehicles parked in the section between Palomar Parade and the bend to Lawrence Street, would effectively be parked within three metres of the double barrier lines.
- Rowe Street provides a link between Harbord Road and Pittwater Road and one of the only streets that provide access to the residential area, as well as the commercial/industrial area, which is located at the southern end of the area near Pittwater Road. This includes Girard Street, Rowe Street and Palomar Parade. The northern end of Rowe Street becomes Lawrence Street near the intersection with Harbord Road.
- A 40km/h traffic calming scheme has been in place on Rowe Street for many years. This consists of entry thresholds as well as an intermediate raised threshold located near No.24 Rowe Street. A 40km/h local traffic speed limit applies to Girard Street, Rowe Street and Palomar Parade.
- Rowe Street is also subject to a 3 tonne load limit and the signposting affecting this restriction has recently been renewed and upgraded.
- The grades on Rowe Street are steep with a low speed corner signposted with a 35km/h advisory speed sign, a raised threshold between the Palomar Parade intersection and the bend and a median island at the intersection with Waine Street and Palomar Parade.
- Girard Street has commercial/industrial uses on both sides, with ‘No Stopping’ restrictions on the western side of the street, due to the narrowness of the street. It provides the connection for Waine Street, Rowe Street and Palomar Parade to Pittwater Road.
- ‘No Stopping’ is signposted in Rowe Street near the intersection with Waine Street/Palomar Parade from the start of the double barrier lines, approximately 40 metres north of the intersection, to the statutory distance in Waine Street and Palomar Parade on the northern side.
- Rowe Street has a cul-de-sac at the southern end which provides access to commercial /industrial properties located along the southern side of the street.

ISSUES

- Local residents have raised multiple concerns in relation to excessive speed and dangerous driving.
- Morning and afternoon traffic increases due to the 'rat run' to improve travel time to an alternative access to Pittwater Road or Lawrence Street, rather than queue on Oliver Street, Freshwater.
- Traffic and speed counts were undertaken on Rowe Street and the results indicate inappropriate speeds.
- A review indicates there has been one accident, at the intersection of Girard Street and Rowe Street, Freshwater in 2011.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes speed cushions be installed outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater. Additionally, outside No.12 Rowe Street, Freshwater. To enhance the visibility of the speed cushions, warning signs are included in the proposal.

Further, to improve visibility concerns, install approximately 18 metres of No Parking beginning on the existing power pole FF46612 outside No.16 to the north side of the driveway at No.18 Rowe Street, Freshwater.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 219 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 the:

A. Installation of speed cushions outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater. Additionally, outside No.12 Rowe Street, Freshwater. To enhance the visibility of the speed cushions, warning signs are included in the proposal.
B. Install approximately 18 metres of No Parking beginning on the existing power pole FF46612 outside No.16 to the north side of the driveway at No.18 Rowe Street, Freshwater.

PALOMAR PARADE
ROWE STREET
18m
ROWE STREET
WARRE STREET
20
18
16
14
12
10
8
6
40
1
11
9
7
PROPOSED WORK
i. Install approx.18m of No Parking beginning on the existing power pole FF46612 outside No 16 to the north side of the driveway at No.18 Rowe Street, Freshwater.
ii. Install 2 x speed cushions (2.2m in width x 2m in length) outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater.
iii. Install 2 x Speed Hump signs, 1 x outside No.18 Rowe Street and outside No.1 Palomar Parade on Rowe Street, Freshwater
iv. Install 2 x speed cushions (2.2m in width x 2m in length) outside No.12 Rowe Street, Freshwater.
v. Install 2 x Speed Hump signs, 1 x on the existing power pole outside No.10 and outside No.11 Rowe Street, Freshwater
PROPOSAL
Rowe Street, Freshwater
No Parking & Speed Cushions
Drawn
Approved
N
northern beaches council

Table of Consultation

Address	**Rowe Street, Freshwater**
Proposal	**No Parking & Speed Cushions**

Properties Consulted	219
Responses Received	18
Support	17
Do Not Support	1

4 x Object to No Parking

Issue	Resident Comment	Council Response
Loss of Parking	I am fully in support of the speed cushions being placed in Rowe Street as the traffic travels very fast along there. The cushions certainly will slow the cars down and make it a lot safer for everyone in the area, but, as far as the proposal to erect additional No Parking signs, I strongly object.This will take parking spots out of an already congested street which has very limited street parking already due to the many unit blocks. I do not believe there is a visibility problem in the street at all.	The No Parking restriction is included to improve access and sightlines following concerns received by residents. Rowe Street is a public road and the long term parking of vehicles is the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.
Alternative	It would be a far better solution to the traffic issue if chicanes were built at the top of Rowe Street, from Harbord Road & Lawrence Street and at the exit to Girard Street, to deter the entering of Rowe Street.	Council investigated full time turn bans which were not fully supported by residents, however, the ban at the morning peak time from Lawrence Street to Rowe Street has been successful. Chicanes will not deter motorists from entering Rowe Street and would not be as effective at reducing speed as speed cushions.

Additional Comments	Clearly mark (e.g. with paint) No Parking zones on the actual street (example: the more recent No Parking zone next to the driveway between 11 Rowe Street and 1 Palomar Pde (in front of the white car on your image) is often ignored despite a No Parking signpost. As parking in the area will be further reduced, solutions have to be implemented to ensure that there is still enough parking for residents. Parking is often already difficult at the lower end of Rowe Street and Palomar Parade. In addition, there are increasing numbers of permanently parked vehicles e.g. trailers, boats (not linked to the boat repair), vans on Rowe Street and Palomar Parade. The problem is partially linked to the semi-commercial use of the area, but also linked to unlimited free parking zone. Consider installing some areas for "only motor vehicle" parking or "resident parking only" to ensure sufficient parking options for residents.	The signs are clear and visible, no road markings are required or can be implemented. Any breaches of restrictions are a compliance issue which can be investigated by Council Rangers. Council has recently installed timed parking in the southern end of Rowe Street and have forwarded multiple illegal parking concerns to the Rangers section. Boat trailers can be parked on the road if registered and under 7.5 metres in length per NSW Road Rules and if a number of boat trailers are congested in one area and appear to create a visibility issue then Council may investigate the use of No Parking Motor Vehicles Excepted. Rowe Street has sufficent off-street parking, therefore, would not meet the guidelines for Transport for NSW Resident Parking Scheme.

ITEM 4.9	**MOORE ROAD, FRESHWATER - LOADING ZONE & TIMED PARKING**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/300093**
ATTACHMENTS	**1 Moore Road, Freshwater - Plan**

GEOCODES: -33.778716, 151.285832

REPORT

BACKGROUND

Council has received concerns from local business in regard to the parking of vehicles in the existing timed parking area, at times breaching the restriction and inconveniencing delivery vehicles seeking access to local businesses and the Freshwater Shopping Precinct. Observations reveal that the on-street parking options for delivery vehicles are limited.

LOCATION

- Moore Road is a local road with speed limits of 50km/h with parallel parking on both sides of the road, which provides a link between Freshwater Beach and Albert Street, Freshwater.
- Moore Road is located within the Freshwater shopping precinct and there is a high demand for on-street parking spaces. There are generally unrestricted parking areas in Moore Road and these are mostly taken up by employees, residents and visitors to the area.
- Parking near the intersection of Albert Street and Moore Road is controlled by No Stopping restrictions and One Hour timed parking (8:30am- 6:00pm MON-FRI & 8:30am-12:30pm SAT) restrictions on Moore Road, Freshwater.
- The 167, 165x and 705n bus services operate on Moore Road, Freshwater.
- Adjacent land use consists of the Freshwater Village Shopping Centre, the Freshwater Shopping Precinct and low to medium density housing.

ISSUES

- Parking use in Moore Road is shared between the businesses, customers and staff. The variety of businesses in Moore Road have different parking needs and businesses have requested parking options for deliveries.
- Limited on-street parking turnover caused by the long term parking in the existing time restriction and lack of regular enforcement.
- Illegal parking across driveways and double parking.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes the removal of the existing 1P 8:30am-6:00pm MON-FRI 8:30am-12:00pm SAT and installation of a Loading Zone 6:00am - 2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, Freshwater.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

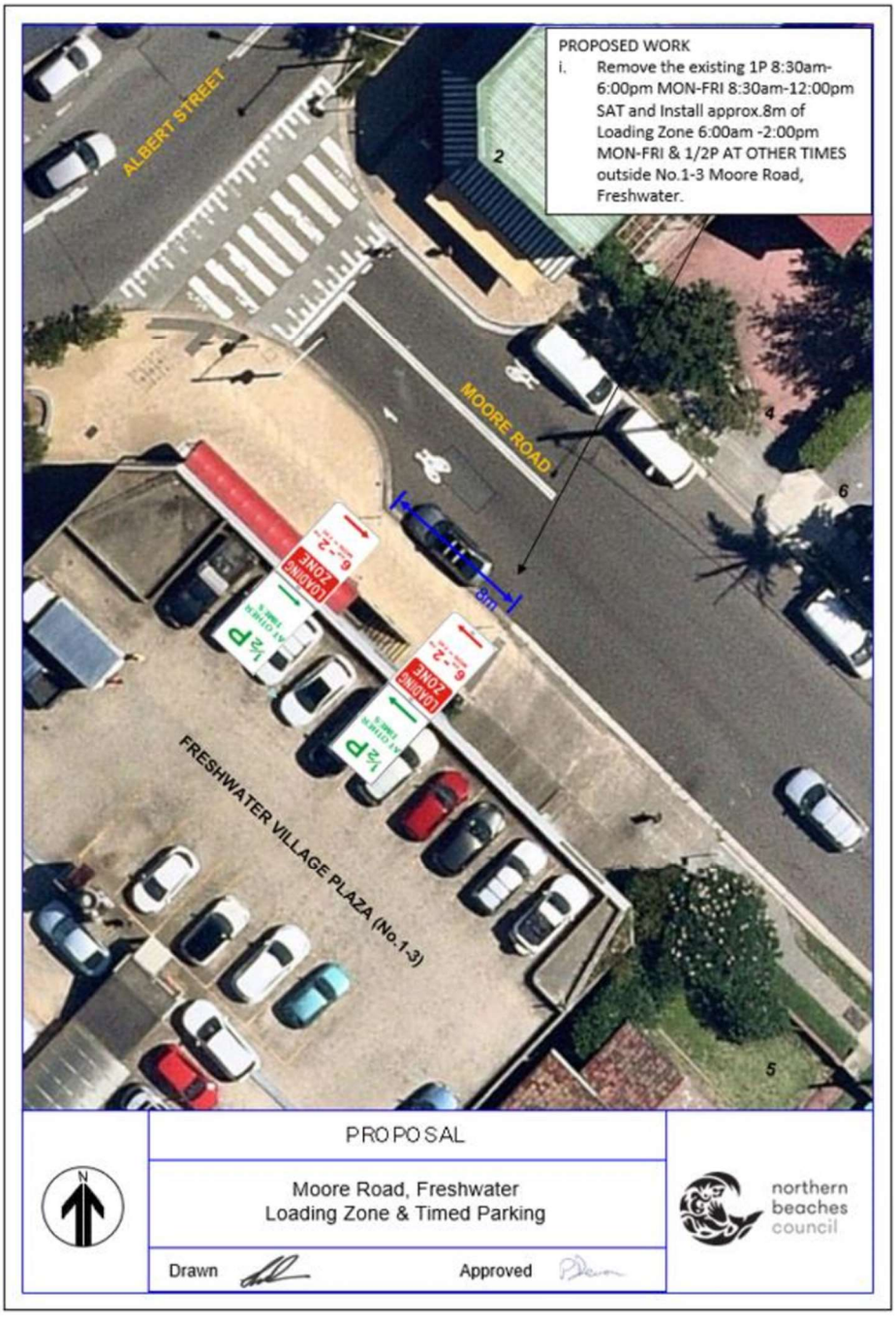
CONSULTATION

Consultation letters have been distributed to 87 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received have been in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Removal of the existing 1P 8:30am-6:00pm MON-FRI 8:30am-12:00pm SAT and installation of a Loading Zone 6:00am -2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, Freshwater.


PROPOSED WORK
i. Remove the existing 1P 8:30am-6:00pm MON-FRI 8:30am-12:00pm SAT and Install approx.8m of Loading Zone 6:00am -2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, Freshwater.
ALBERT STREET
MOORE ROAD
FRESHWATER VILLAGE PLAZA (No.1-3)
8m
LOADING ZONE
2
4
6
5
PROPOSAL
Moore Road, Freshwater
Loading Zone & Timed Parking
Drawn
Approved
northern beaches council

ITEM 4.10	**PARK AVENUE, AVALON BEACH - NO PARKING RESTRICTIONS**
REPORTING OFFICER	**ENGINEER - TRAFFIC**
TRIM FILE REF	**2022/300380**
ATTACHMENTS	**1 Park Avenue, Avalon Beach - Plan**
	2 Table of Consultation

GEOCODES: -33.632360, 151.327938

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Park Avenue affecting through traffic.

LOCATION

- Park Avenue is a local road with a 50km/h speed limit, and a road pavement width of approximately 7m between kerbs.
- The section of Park Avenue under consideration is approximately 70m in length with unrestricted parking.
- Kerb and gutter exists on both sides of the road, however the footpath has been constructed only on the northern side.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Sight distances are further reduced when vehicles park on the inside of the curve, creating a potential traffic hazard to road users and increasing the risk of head-on collisions.
- Park Avenue is predominantly used by local residents, and parking issues occur when residents park on the street, and there is additional demand from visitors or services to the street.
- The parking concerns especially affect access for larger vehicles; which include waste collection vehicles, construction trucks, delivery vehicles and emergency services.

PROPOSAL

Council has undertaken a review of the above location and proposes to install ‘No Parking’ restrictions along the inside of the curve between the driveways of No.14 and 22 Park Avenue, to improve traffic flow and safety. A plan of the proposal is shown in Attachment 1 - Park Avenue, Avalon Beach - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- Improves safety for all road users including people cycling along Park Avenue by providing a wider road and improved sightlines along the bend for through traffic.
- The proposal does not affect any pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation

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RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of 'No Parking' restrictions along the inside of the curve between the driveways of No.14 and 22 Park Avenue, Avalon Beach.

PROPOSAL

PARK AVENUE, AVALON BEACH
'NO PARKING' RESTRICTIONS

Drawn RK Approved

Table of Consultation

Address	Park Avenue, Avalon Beach
Proposal	No Parking restrictions

Properties Consulted	27
Responses Received	12
Support	8
Do Not Support	4

Issue	Resident Comment	Council Response
No Parking restrictions	- My response to this proposal is 'A Good Idea indeed', as traffic accidents have occurred in this section of the road and if this proposed 'No Parking' was increased along a greater length of Park Ave, would make it even better, a safer roadway. - I SUPPORT your proposal to create the 'No Parking' zone. Your solution may cause inconvenience to some, including me at times. But it also may cause folk to consider ways to better utilise their own properties for parking. Number 18 keep all of their vehicles on the street, and number 20 has a boat permanently parked, which I think could quite easily fit in their front yard. As things stand I appreciate that these folk are acting perfectly within their rights. I know you haven't mentioned this but since I'm having my say, - I DON'T favour the use of speed bumps as they create noise when cars bump over them, and speed isn't the issue here anyway. Park Avenue has a lot of parked cars and that tends to slow traffic down.	- The majority of respondents supported the proposal however some residents raised concerns regarding the impact to on-street parking, and there are no plans to install restrictions for the entire length of Park Avenue on one side. - Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles could better utilise existing driveways and garages and prioritise off-street parking according to their needs. Council has no plans to install speed humps in the street.
	- I am writing this email in strong NON SUPPORT of proposed parking restrictions from 14 to 22 park Avenue, Avalon. If parking is not allowed along the inside strip us residents who have very little parking as it is will have to end up parking, leaving our boats and vehicles outside other peoples houses up and down the already overcrowded street. Which will then in turn create a snowball effect and create increased traffic hazards elsewhere. - No support for this ridiculous suggestion. As a small residential street the main concern is those going too fast! Our both side of street parking is the only thing that slows down drivers, allowing others to stop and pass with a friendly neighbourly wave. To allow no parking permits a large area of the road where cars will then speed or not slow down for others with this space, which is a massive concern for those exiting driveways and children playing on the road. -	- The primary function of roads is to facilitate a safe traffic flow, with public on street parking provided only where appropriate. The proposal improves visibility through the main curved section of road and provides additional road width for oncoming traffic. The relocation of parking further away from this area is safer than permitting the current parking at this location. - The parking restrictions are only proposed in the most critical areas along the inside of the curve where traffic sight distances are most restricted. The proposal also provides a passing area for vehicles in Park Avenue, between Barrenjoey Road and Elvina Avenue. Parking on both sides is retained on the remaining section of road and approach to this area which still provides overall traffic calming in conjunction with the existing device located outside No.43.

Issue	Resident Comment	Council Response
Suggestions	- My suggestion is a speed hump on the curve… while you're at it a pedestrian crossing linking the two sides of the new path (the path starts on the south side near Kevin then crosses over the north side of park Ave). This would be very helpful and make the street safer for children crossing on the way to school.	- Traffic calming devices are not located on curves due to restricted sight distances, and any installation would require the removal of parking on both sides of the road. Residents generally do not support speed humps located outside their property due to noise and environmental complaints. Marked pedestrian crossings (zebra) can only be installed in accordance with the TfNSW guidelines. They are generally located where there are very high pedestrian numbers and would also require restrictions on the approaches to the crossing impacting parking.
	- I would like to know if deep thought has been put into other solutions, like parking bays, speed limit to 20k's in these narrow streets , widening the street. Also to create one way streets to enable traffic to flow.	- Park Avenue is over 700m in length, and the introduction of one way flow will restrict access and travel times for residents and essential services. Parking bays will be of no benefit since a footpath has already been constructed on the northern side of the road, and it would be extremely costly to widen the road which makes it unfeasible. Reduced speed limits can only be approved by TfNSW, and require a self-enforcing requirement including traffic calming devices.
	- If possible for consideration some form of line marking on the road to keep parked vehicles a reasonable distance from driveways.	- It is illegal for a vehicle to be partially or completely obstructing a driveway. Driveway delineation lines are not a recognised traffic facility, however may assist with parking in high demand areas, and may be considered following the submission of an Application.

ITEM 4.11	**CUTLER ROAD, CLONTARF - 4P TIMED PARKING**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2022/300487**
ATTACHMENTS	**1 Cutler Road - Plan**
	2 Table of Consultation

GEOCODES: -33.809996, 151.259842

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long term parking of vehicles on Cutler Road. This causes a shortage of parking spaces for residents, visitors and tradespeople

This matter was considered and approved at the March Local Traffic Committee meeting. A resident had expressed an interest in addressing the Committee regarding the matter, however, was not provided with an opportunity to do so. The matter is therefore re-submitted to allow that resident to address the Committee and to allow for it to be reconsidered.

LOCATION

Cutler Road is a local road. Between Beatrice Street and No.2. It has a width ranging between 7.5m-9.5m. Lengths of unbroken yellow No Stopping lines are used on both sides of Cutler Road between Alder Street and No.79 to reinforce the road rules and to highlight where parking is safe and permissible. Parking is permitted on both sides of the carriageway elsewhere.

Unbroken dividing barrier line between Alder Street and Castle Rock Crescent and between Castle Rock Crescent and No.79 is installed to prevent parking on both sides of the road.

Recent traffic counts have revealed that the section between Alder Street and No.77 carries an average daily traffic volume of 786 vehicles per day with a morning peak volume of 84 vehicles per hour. The 85th percentile speed was found to be 45km/h.

ISSUES

- There is a high demand for resident and visitor parking.
- Most homes having off-street parking for multiple vehicles. Some residents have multiple vehicles, some of which are parked on the street.
- There is a lack of parking opportunities for short term visitors and tradespeople.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 4P timed parking restriction applying 7am to 7pm EVERYDAY on the southern side of the road between Castle Rock Crescent and No.77 Cutler Road. These changes would apply to three (3) short lengths of currently unrestricted parking between lengths of Unbroken Yellow No Stopping Lines (approximately 30m in total, approximately 5 parking spaces). This will increase the turnover of the available parking spaces and benefit the visitors and workers using this section of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 50 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 the:

A. Introduction of a 4P timed parking restriction applying 7am to 7pm Everyday, on the southern side of the road between Castle Rock Crescent and No.77 Cutler Road.

Castle Rock Cr.
Existing Unbroken Yellow No Stopping Line
Existing Approx. 6m x parking (1 space)
Existing Approx. 12m x parking (2 spaces)
4P 7AM–7PM EVERYDAY
4P 7AM–7PM EVERYDAY
4P 7AM–7PM EVERYDAY
4P 7AM–7PM EVERYDAY
4P 7AM–7PM EVERYDAY
4P 7AM–7PM EVERYDAY
Beatrice St.
*NOT TO SCALE
PROPOSAL
Culter Road, Clontarf
4P Timed Parking Restrictions
DRAWN LK
APPROVED
LAYOUT 1 OF 1
REVISION NO. A
DATE 11/10/2021
northern beaches council

Table of Consultation

Address	**Cutler Road, Clontarf**
Proposal	**Timed Parking Restrictions**

Properties Consulted	50
Responses Received	13
Support	6
Do Not Support	5
Partial Support	2

Issue	Resident Comment	Council Response
Traffic and Parking Issues	_ Residents have been under stay at home orders and are working from home and have not been able to go anywhere. Residents should have priority to park their vehicles on the street in the legally marked spots and obviously should have preference over visitors, beachgoers and tradespeople. This 4P suggestion will not increase turnover of parking and is of no benefit to anyone. _ Residents are in a pandemic and have been restricted in their movements for months. Residents are working from home and, in compliance with stay at home orders, significantly limiting their movements. As a result, less movement of cars from the parking spots are found. The Proposed Restrictions have the effect of taking rights away from long term rate paying residents and favouring persons who do not reside in the area and who should have no problem parking provided they are willing to pay for it (and contribute to the amenities provided to them in the area which we, rate payers pay for. _ The proposal will lead to a severe worsening of already shortage of parking spaces in front of houses between No. 77 and Beatrice Street. This is because all tradespersons/visitors working along Cutler Road will be forced to park in the few parking spots in front of these houses. _ extend the restrictions a further of 50m along Culter Road to include from No. 77 to Beatrice Street.	The long term parking of vehicles should be on the private property, with additional vehicles sharing the available on-street parking. Cutler Road is a public road and parking should be available for residents and visitors alike. The proposal provides parking availablity for residents, visitors, tradespeople to the area for public use. The proposal will increase the turnover of the available parking spaces and benefit the visitors and workers using this section of the road.

ITEM 4.12	**ANGOPHORA CIRCUIT, WARRIEWOOD - ONE WAY TRAFFIC**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2022/300492**
ATTACHMENTS	**1 Angophora Circuit - Plan**
	2 Table of Consultation

GEOCODES: -33.683806, 151.286824

REPORT

BACKGROUND

Council has received concerns from local residents regarding access and sightline issues in Angophora Circuit. The presence of parked vehicles on both sides of the road and the current two-way circulation, creates access and safety issues, particularly for larger vehicles such as garbage trucks, delivery trucks and removalist trucks.

LOCATION

Angophora Circuit is a narrow road of approximately 7.3m in width in the Warriewood Valley. It carries low volumes of traffic of a predominantly residential nature. Mater Maria High School is sited immediately to the west of Angophora Circuit and students park in the street.

Traffic can currently proceed in both directions with parking permitted on both sides of the road.

ISSUES

- Parking occurs on both sides of the road which restricts the carriageway width to a little over 3m. This is insufficient for two-way traffic.
- Most residents in Angophora Circuit have off-street parking for two vehicles, however, rely upon on-street parking for visitors and for third vehicle parking.
- School students occupy a lot of parking on the street, with residents reporting that parking congestion is most pronounced during school hours. Students are often seen parking too close to corners or too close to driveways.
- Parking activity too close to intersections or too far from the kerb impacts upon the ability of garbage trucks and other large vehicles to proceed through the street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes One Way clockwise circulation around Angophora Circuit, together with some additional localised No Parking and No Stopping restrictions to improve access to and from driveways and at intersections.

Residents were originally asked for their views on a proposal for One Way circulation plus a No Parking restriction on the inside radius of the circuit. Residents were unsupportive of the No Parking over that extent, but many did express support for more localised restrictions at intersections or around driveways to improve access.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 90 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 introduction of One Way clockwise circulation in Angophora Circuit.
B. Introduction of additional No Stopping restrictions at the south-east and north-east corners of Angophora Circuit.
C. The introduction of a No Parking restriction on 12m in length across the driveways serving No.16-18 and No's 21-25 Angophora Circuit.
D. The introduction of a No Parking restriction of 15m in length to prevent parking between the driveways to No.8 & No.33 Angophora Circuit

*NOT TO SCALE

PROPOSAL					
Angophora Circuit, Warriewood One Way & No Parking restrictions					
DRAWN	JB		APPROVED		
LAYOUT	1 OF 1	REVISION NO.	A	DATE	08/Apr/2022

Table of Consultation

Address	**Angophora Circuit, Warriewood**
Proposal	**One Way & No Parking**

Properties Consulted	90	
Responses Received	40	
Support One Way	25	63%
Support No Parking	13	33%
Conditional Support One Way	2	
Conditional Support No Parking	5	
Do Not Support One Way	13	33%
Do Not Support No Parking	22	55%

Issue	Resident Comment	Council Response
Loss of parking	Banning parking on all of one side of the street as proposed will result in too much competition for the remaining parking.	Competition for parking will increase. In response to resident's concerns the extent of parking restrictions has now been reduced to areas at intersections and around driveways only
School related parking activity	Given the close proximity to Mater Maria High School the parking issues are most pronounced in school hours during term times i.e No Parking (8am to 4pm on School Days)	Noted. Given that a majority of respondents are opposed to No Parking on alll of one side the extent of parking restrictions has been reduced.
Boat and trailer parking	No Parking Motor Vehicles Accepted should be considered for the side of the street no subject to full time No Parking	The amount of boat and trailer parking currently occurring does not justify these restrictions
Permit Parking	Rather than banning parking it should be signposted as 2P Permit Parking to control student parking	All residences have off street parking so permit parking restrictions are not appropriate
Parking adjacent to and opposite driveways	Rather than banning all parking on one side of the street parking should just be banned for a metre or two adjacent to driveways and/or opposite driveways as has already been done at some driveways	The extent of No Parking restrictions has now been reduced to include only restrictions at No. 16-18 (opposite & adjacent driveway), and No. 21 (adjacent to driveway)
Parking at corners	Parking only needs to be banned at street corners to provide enough room for gargabge trucks to turn	Additional signage is proposed to prevent parking on some intersections which are currently unsignposted
Only One Way is needed	The street is wide enough without banning parking if One Way traffic flow is introduced	One Way is proposed with the extent of No Parking now reduced

change direction of One Way on part of the street	Reversing the direction of One Way on the eastern leg of the street would be sensible as most residents enter at its southern end	It is not a significant imposition to have to travel around what is a small block. Changing the direction of flow on the southern leg will create issues elsewhere in the circuit.
change side for No Parking	Having No Parking on the outside radius would result in less parking loss as there are more driveways on the outside radius	We are now proposing only localised sections of No Parking given resident opposition to widescale loss of parking.
Parking opposite driveway to No.16-18	Cars park in the small gap between driveways to No.s 33 & 8 Angophora Cct, impeding access for waste services vehicles and others exiting the driveways	Several responses mentioned this issue. The gap between the driveways is only around 4m and too small to park other than the smallest vehicles. A No Parking restriction will be added across these driveways

ITEM 4.13	**PITTWATER ROAD, MANLY - PEDESTRIAN REFUGE**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2022/300508**
ATTACHMENTS	**1 Pittwater Road - Plan**

GEOCODES: -33.786966, 151.282811

REPORT

BACKGROUND

Council has received concerns from local residents over many years regarding pedestrian safety when crossing Pittwater Road in the vicinity of the Harris Farm Markets at No.243 Pittwater Road. Two recent pedestrian casualty crashes have resulted in renewed calls for measures to improve pedestrian safety and Council has recently received advice from TfNSW that they will provide funding to Council to install a pedestrian refuge at the location.

LOCATION

Pittwater Road is a State Road carrying around 14,000 vehicles per day and peak hour volumes of up to 1,200 vehicles per hour. It is the main access road to and from the Manly Town Centre. There is a relatively strong pedestrian desire line across Pittwater Road to and from Manly and Queenscliff Beaches, as well as between Bus Stops situated along its length.

ISSUES

- Harris Farm Markets & the Little Lane Early Learning Centre both generate pedestrian movements across Pittwater Road.
- There are currently no pedestrian crossing facilities on Pittwater Road between the signalised pedestrian crossings at Eurobin Avenue and Collingwood Street - a length of almost 500m.
- There have been recent pedestrian casualty crashes on this part of Pittwater Road.
- A Development Application is currently under consideration for improvements to the Harris Farm Markets which will increase the retail floor area, potentially attracting additional pedestrian and cyclist movements across Pittwater Road.
- Pittwater Road west of the proposed refuge carries two traffic lanes in either direction, with traffic travelling in an east-bound direction merging into a single lane.
- To ensure that there is sufficient approach sight distance to the refuge, it is being sited to the east of the Harris Farm driveways. This will necessitate some loss of 2P Permit Parking on Pittwater Road, which will be offset by a corresponding increase in the number of 2P Permit Parking spaces in place of existing 4P parking on the west side of Balgowlah Road.

PROPOSAL

Transport for NSW has undertaken a review of the location and issues and with the support of Council and with TfNSW providing funding assistance, proposes to install a pedestrian refuge on Pittwater Road immediately to the east of Harris Farm Markets' easternmost driveway. In this location, the refuge will be located where it will assist pedestrians and cyclists wishing to access both the Harris Farm Markets and the Little Lane Early Learning Centre.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Notification letters have been distributed to 104 properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

A. Supports the installation of a pedestrian refuge on Pittwater Road immediately east of the Harris Farm Markets at No.243 Pittwater Road.
B. Approves the replacement of the 2P Permit Parking spaces that are lost as a result of the introduction of the pedestrian refuge being reinstated in place of existing 4P Parking on the west side of Balgowlah Road to the south of Pittwater Road.

REFUGE ISLAND - PITTWATER ROAD, MANLY

N

LOCALITY PLAN
NOT TO SCALE

				LEVEL DATUM: AHD	PLOT DATE: 13/05/2022	FOLDER: x:\TRANSPORT NETWORK\TRAFFIC\Manly – Pittwater Road – Refuge\TCI – Manly – Pittwater Road – Refuge Island – Concept.dwg				
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				WORK-AS-EXECUTED	DATED: 10/05/22	DATED: 10/05/22	DATE: (**/**/****)			REFUGE ISLAND
				BY: N.A.	INITIATED BY: PHIL DEVON (MANAGER TRANSPORT)	APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)	APPROVED BY: PRINCIPAL ENGINEER	C 0 0.5 1.0 1.5 2.0 2.5 METRES 1:100 @ A3		LOCATION SHEET 0
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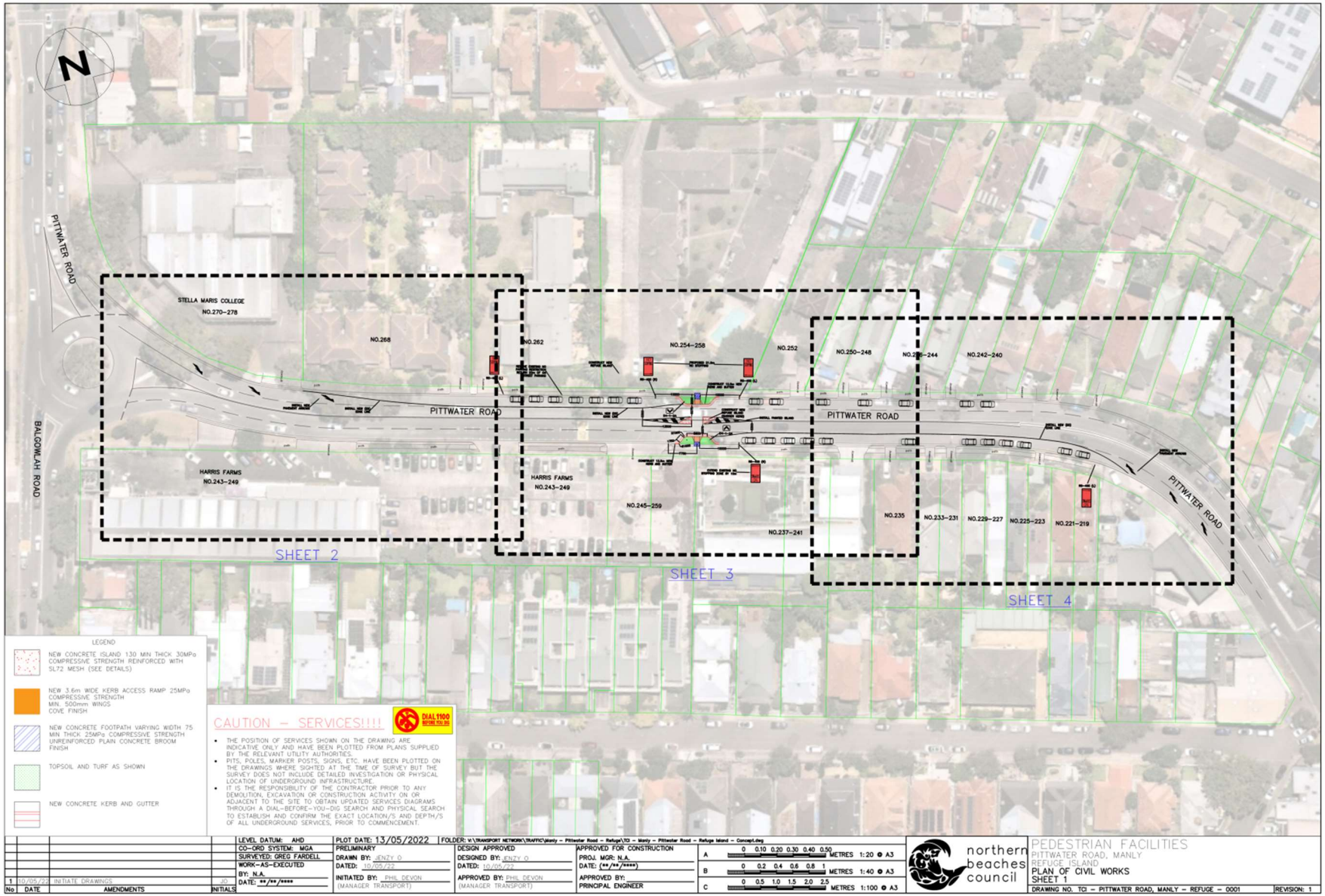
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BALGOWLAH ROAD
STELLA MARIS COLLEGE
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NO.262
NO.254-258
NO.252
NO.250-248
NO.242-240
HARRIS FARMS
NO.243-249
NO.245-259
NO.237-241
NO.235
NO.233-231
NO.229-227
NO.225-223
NO.221-219
SHEET 2
SHEET 3
SHEET 4
LEGEND
NEW CONCRETE ISLAND 130 MIN THICK 30MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH (SEE DETAILS)
NEW 3.6m WIDE KERB ACCESS RAMP 25MPa COMPRESSIVE STRENGTH MIN. 500mm WINGS COVE FINISH
NEW CONCRETE FOOTPATH VARYING WIDTH 75 MIN THICK 25MPa COMPRESSIVE STRENGTH UNREINFORCED PLAIN CONCRETE BROOM FINISH
TOPSOIL AND TURF AS SHOWN
NEW CONCRETE KERB AND GUTTER
CAUTION – SERVICES!!!!
DIAL1100 BEFORE YOU DIG
THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE DETAILED INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.
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CO-ORD SYSTEM: MGA
SURVEYED: GREG FARDELL
WORK-AS-EXECUTED
BY: N.A.
DATE: **/**/****
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DATED: 10/05/22
INITIATED BY: PHIL DEVON (MANAGER TRANSPORT)
DESIGN APPROVED
DESIGNED BY: JENZY O
DATED: 10/05/22
APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)
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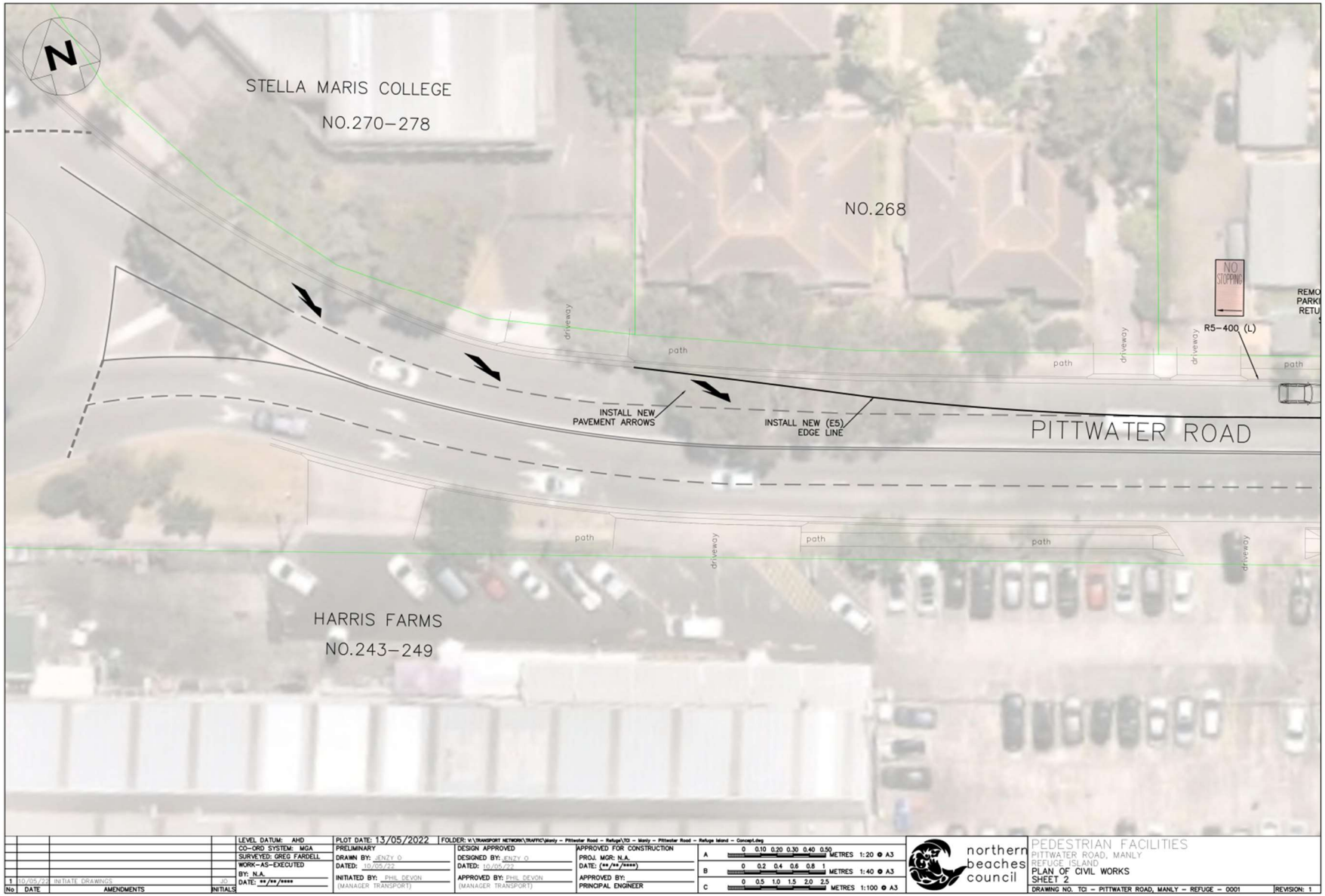
northern beaches council
PEDESTRIAN FACILITIES
PITTWATER ROAD, MANLY
REFUGE ISLAND
PLAN OF CIVIL WORKS
SHEET 1
DRAWING NO. TCI – PITTWATER ROAD, MANLY – REFUGE – 0001
REVISION: 1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STELLA MARIS COLLEGE
NO.270–278
NO.268
HARRIS FARMS
NO.243–249
PITTWATER ROAD
INSTALL NEW PAVEMENT ARROWS
INSTALL NEW (E5) EDGE LINE
NO STOPPING
R5-400 (L)
driveway
path
LEVEL DATUM: AHD
CO-ORD SYSTEM: MGA
SURVEYED: GREG FARDELL
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BY: N.A.
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PLOT DATE: 13/05/2022
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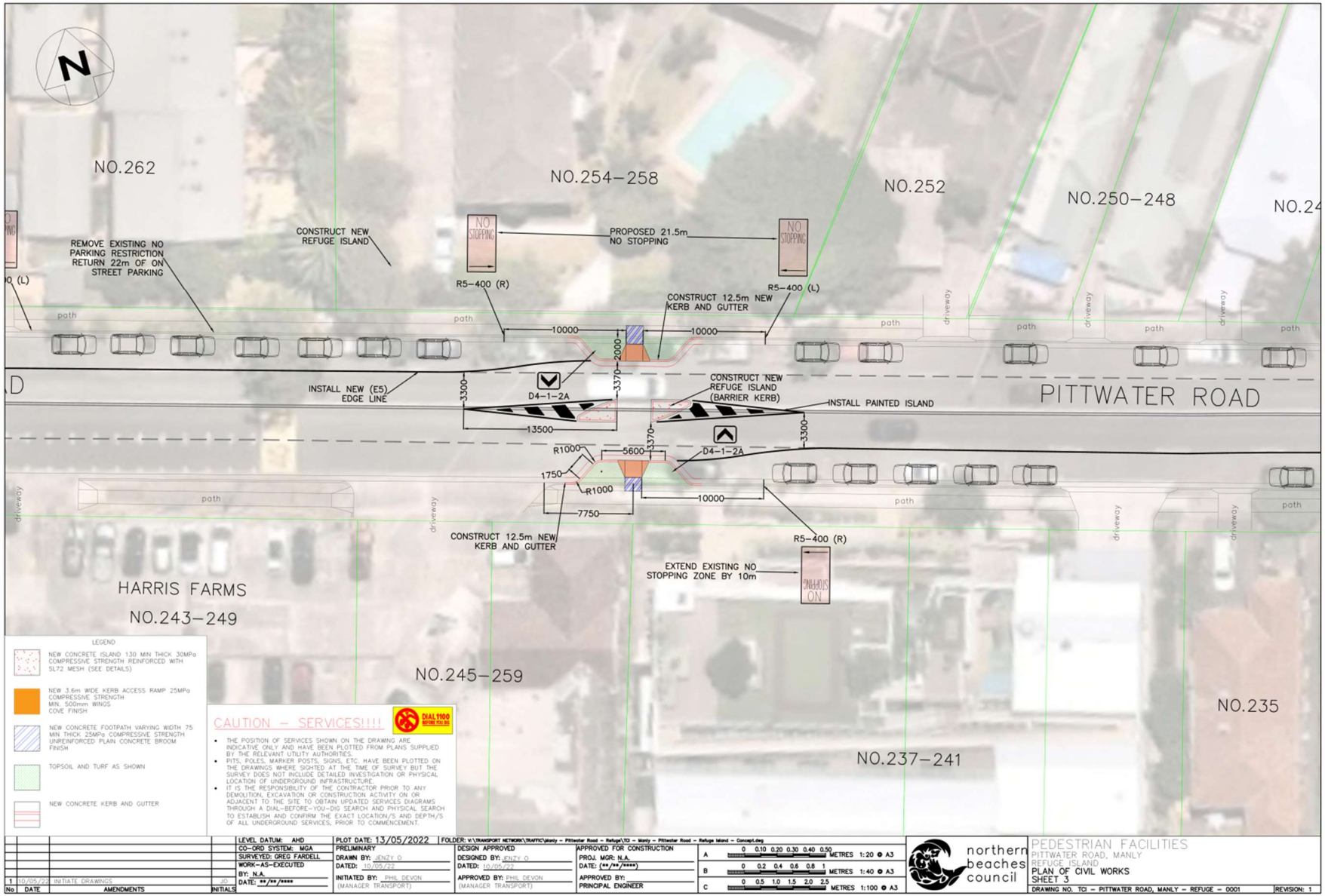
northern beaches council
PEDESTRIAN FACILITIES
PITTWATER ROAD, MANLY
REFUGE ISLAND
PLAN OF CIVIL WORKS
SHEET 2
DRAWING NO. TCI – PITTWATER ROAD, MANLY – REFUGE – 0001
REVISION: 1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NO.262
NO.254–258
NO.252
NO.250–248
NO.24
REMOVE EXISTING NO PARKING RESTRICTION RETURN 22m OF ON STREET PARKING
CONSTRUCT NEW REFUGE ISLAND
NO STOPPING
PROPOSED 21.5m NO STOPPING
R5–400 (R)
R5–400 (L)
CONSTRUCT 12.5m NEW KERB AND GUTTER
path
driveway
10000
2000
3370
3300
INSTALL NEW (E5) EDGE LINE
D4–1–2A
CONSTRUCT NEW REFUGE ISLAND (BARRIER KERB)
INSTALL PAINTED ISLAND
PITTWATER ROAD
13500
R1000
5600
1750
7750
CONSTRUCT 12.5m NEW KERB AND GUTTER
EXTEND EXISTING NO STOPPING ZONE BY 10m
HARRIS FARMS
NO.243–249
NO.245–259
NO.235
NO.237–241
LEGEND
NEW CONCRETE ISLAND 130 MIN THICK 30MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH (SEE DETAILS)
NEW 3.6m WIDE KERB ACCESS RAMP 25MPa COMPRESSIVE STRENGTH MIN. 500mm WINGS COVE FINISH
NEW CONCRETE FOOTPATH VARYING WIDTH 75 MIN THICK 25MPa COMPRESSIVE STRENGTH UNREINFORCED PLAIN CONCRETE BROOM FINISH
TOPSOIL AND TURF AS SHOWN
NEW CONCRETE KERB AND GUTTER
CAUTION – SERVICES!!!!
DIAL1100 BEFORE YOU DIG
THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE DETAILED INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
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LEVEL DATUM: AHD
CO-ORD SYSTEM: MGA
SURVEYED: GREG FARDELL
WORK-AS-EXECUTED
BY: N.A.
DATE: **/**/****
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No DATE AMENDMENTS INITIALS
PLOT DATE: 13/05/2022
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northern beaches council
PEDESTRIAN FACILITIES
PITTWATER ROAD, MANLY
REFUGE ISLAND
PLAN OF CIVIL WORKS
SHEET 3
DRAWING NO. TCI – PITTWATER ROAD, MANLY – REFUGE – 0001
REVISION: 1

NO.250–248
NO.246–244
NO.242–240
PITTWATER ROAD
INSTALL NEW (E5) EDGE LINE
INSTALL NEW PAVEMENT ARROWS
R5–400 (L)
NO STOPPING
NO.235
NO.233–231
NO.229–227
NO.225–223
NO.221–219
PITTWATER ROAD
LEVEL DATUM: AHD
CO-ORD SYSTEM: MGA
SURVEYED: GREG FARDELL
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BY: N.A.
DATE: **/**/****
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No DATE AMENDMENTS INITIALS
PLOT DATE: 13/05/2022
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DATED: 10/05/22
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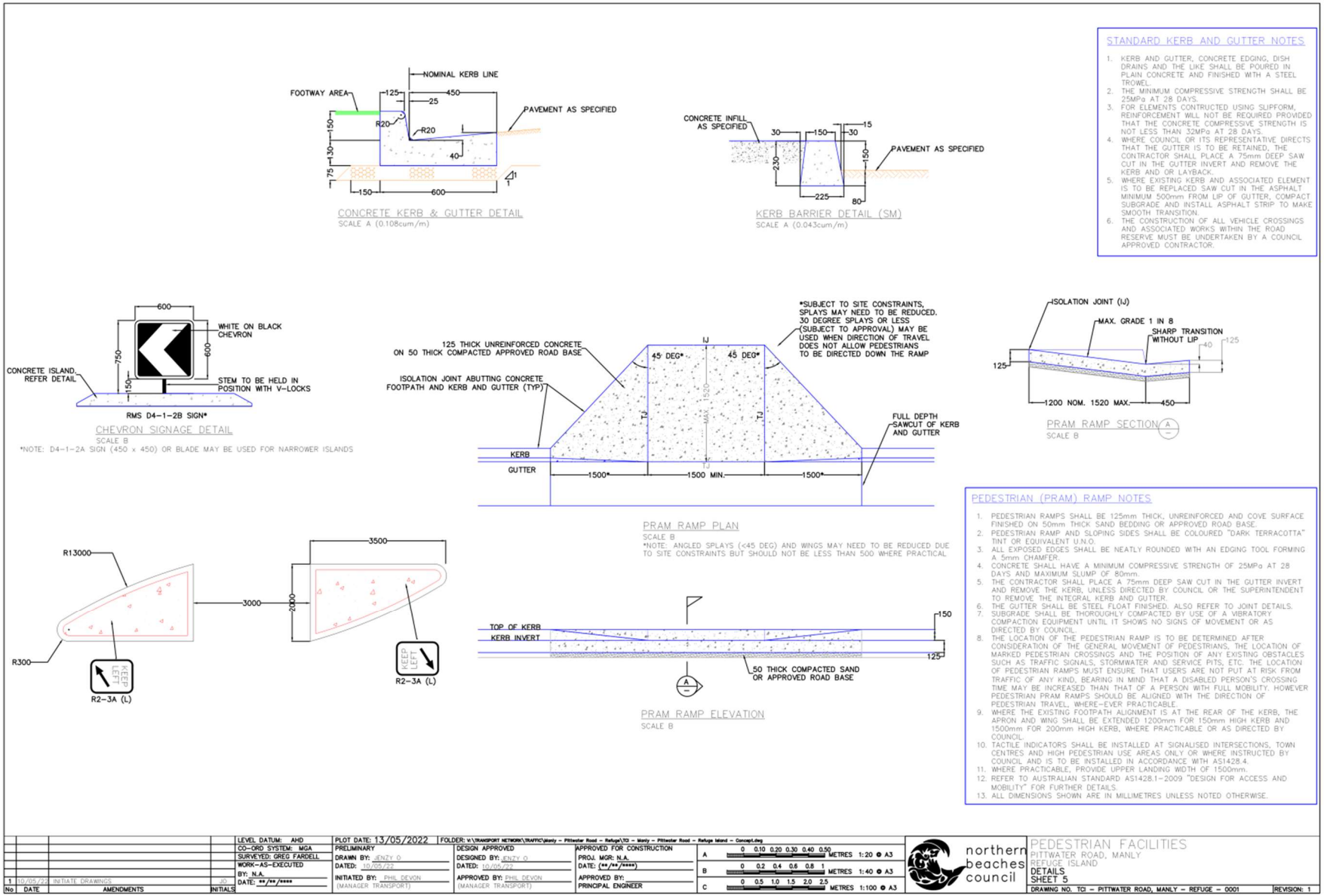
northern beaches council
PEDESTRIAN FACILITIES
PITTWATER ROAD, MANLY
REFUGE ISLAND
PLAN OF CIVIL WORKS
SHEET 4
DRAWING NO. TCI – PITTWATER ROAD, MANLY – REFUGE – 0001
REVISION: 1


NOMINAL KERB LINE
FOOTWAY AREA
PAVEMENT AS SPECIFIED
CONCRETE KERB & GUTTER DETAIL
SCALE A (0.108cum/m)
CONCRETE INFILL AS SPECIFIED
PAVEMENT AS SPECIFIED
KERB BARRIER DETAIL (SM)
SCALE A (0.043cum/m)
STANDARD KERB AND GUTTER NOTES
1. KERB AND GUTTER, CONCRETE EDGING, DISH DRAINS AND THE LIKE SHALL BE POURED IN PLAIN CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 25MPa AT 28 DAYS.
3. FOR ELEMENTS CONTRUCTED USING SLIPFORM, REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THAT THE CONCRETE COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPa AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB AND OR LAYBACK.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT IS TO BE REPLACED SAW CUT IN THE ASPHALT MINIMUM 500mm FROM LIP OF GUTTER, COMPACT SUBGRADE AND INSTALL ASPHALT STRIP TO MAKE SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS WITHIN THE ROAD RESERVE MUST BE UNDERTAKEN BY A COUNCIL APPROVED CONTRACTOR.
WHITE ON BLACK CHEVRON
CONCRETE ISLAND, REFER DETAIL
STEM TO BE HELD IN POSITION WITH V-LOCKS
RMS D4-1-2B SIGN*
CHEVRON SIGNAGE DETAIL
SCALE B
*NOTE: D4-1-2A SIGN (450 x 450) OR BLADE MAY BE USED FOR NARROWER ISLANDS
*SUBJECT TO SITE CONSTRAINTS, SPLAYS MAY NEED TO BE REDUCED. 30 DEGREE SPLAYS OR LESS (SUBJECT TO APPROVAL) MAY BE USED WHEN DIRECTION OF TRAVEL DOES NOT ALLOW PEDESTRIANS TO BE DIRECTED DOWN THE RAMP
125 THICK UNREINFORCED CONCRETE ON 50 THICK COMPACTED APPROVED ROAD BASE
ISOLATION JOINT ABUTTING CONCRETE FOOTPATH AND KERB AND GUTTER (TYP)
45 DEG*
45 DEG*
FULL DEPTH SAWCUT OF KERB AND GUTTER
KERB
GUTTER
1500*
1500 MIN.
1500*
PRAM RAMP PLAN
SCALE B
*NOTE: ANGLED SPLAYS (<45 DEG) AND WINGS MAY NEED TO BE REDUCED DUE TO SITE CONSTRAINTS BUT SHOULD NOT BE LESS THAN 500 WHERE PRACTICAL
ISOLATION JOINT (IJ)
MAX. GRADE 1 IN 8
SHARP TRANSITION WITHOUT LIP
1200 NOM. 1520 MAX.
450
PRAM RAMP SECTION A
SCALE B
PEDESTRIAN (PRAM) RAMP NOTES
1. PEDESTRIAN RAMPS SHALL BE 125mm THICK, UNREINFORCED AND COVE SURFACE FINISHED ON 50mm THICK SAND BEDDING OR APPROVED ROAD BASE.
2. PEDESTRIAN RAMP AND SLOPING SIDES SHALL BE COLOURED "DARK TERRACOTTA" TINT OR EQUIVALENT U.N.O.
3. ALL EXPOSED EDGES SHALL BE NEATLY ROUNDED WITH AN EDGING TOOL FORMING A 5mm CHAMFER.
4. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 25MPa AT 28 DAYS AND MAXIMUM SLUMP OF 80mm.
5. THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB, UNLESS DIRECTED BY COUNCIL OR THE SUPERINTENDENT TO REMOVE THE INTEGRAL KERB AND GUTTER.
6. THE GUTTER SHALL BE STEEL FLOAT FINISHED. ALSO REFER TO JOINT DETAILS.
7. SUBGRADE SHALL BE THOROUGHLY COMPACTED BY USE OF A VIBRATORY COMPACTION EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT OR AS DIRECTED BY COUNCIL.
8. THE LOCATION OF THE PEDESTRIAN RAMP IS TO BE DETERMINED AFTER CONSIDERATION OF THE GENERAL MOVEMENT OF PEDESTRIANS, THE LOCATION OF MARKED PEDESTRIAN CROSSINGS AND THE POSITION OF ANY EXISTING OBSTACLES SUCH AS TRAFFIC SIGNALS, STORMWATER AND SERVICE PITS, ETC. THE LOCATION OF PEDESTRIAN RAMPS MUST ENSURE THAT USERS ARE NOT PUT AT RISK FROM TRAFFIC OF ANY KIND, BEARING IN MIND THAT A DISABLED PERSON'S CROSSING TIME MAY BE INCREASED THAN THAT OF A PERSON WITH FULL MOBILITY. HOWEVER PEDESTRIAN PRAM RAMPS SHOULD BE ALIGNED WITH THE DIRECTION OF PEDESTRIAN TRAVEL, WHERE-EVER PRACTICABLE.
9. WHERE THE EXISTING FOOTPATH ALIGNMENT IS AT THE REAR OF THE KERB, THE APRON AND WING SHALL BE EXTENDED 1200mm FOR 150mm HIGH KERB AND 1500mm FOR 200mm HIGH KERB, WHERE PRACTICABLE OR AS DIRECTED BY COUNCIL.
10. TACTILE INDICATORS SHALL BE INSTALLED AT SIGNALISED INTERSECTIONS, TOWN CENTRES AND HIGH PEDESTRIAN USE AREAS ONLY OR WHERE INSTRUCTED BY COUNCIL AND IS TO BE INSTALLED IN ACCORDANCE WITH AS1428.4.
11. WHERE PRACTICABLE, PROVIDE UPPER LANDING WIDTH OF 1500mm.
12. REFER TO AUSTRALIAN STANDARD AS1428.1-2009 "DESIGN FOR ACCESS AND MOBILITY" FOR FURTHER DETAILS.
13. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
R13000
3500
3000
2000
R300
KEEP LEFT
R2-3A (L)
TOP OF KERB
KERB INVERT
50 THICK COMPACTED SAND OR APPROVED ROAD BASE
PRAM RAMP ELEVATION
SCALE B
LEVEL DATUM: AHD
CO-ORD SYSTEM: MGA
SURVEYED: GREG FARDELL
WORK-AS-EXECUTED
BY: N.A.
DATE: **/**/****
PLOT DATE: 13/05/2022
PRELIMINARY
DRAWN BY: JENZY O
DATED: 10/05/22
INITIATED BY: PHIL DEVON (MANAGER TRANSPORT)
DESIGN APPROVED
DESIGNED BY: JENZY O
DATED: 10/05/22
APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)
APPROVED FOR CONSTRUCTION
PROJ. MGR: N.A.
DATE: (**/**/****)
APPROVED BY: PRINCIPAL ENGINEER
1 10/05/22 INITIATE DRAWINGS JO
No DATE AMENDMENTS INITIALS
A 1:20 @ A3
B 1:40 @ A3
C 1:100 @ A3
northern beaches council
PEDESTRIAN FACILITIES
PITTWATER ROAD, MANLY
REFUGE ISLAND
DETAILS
SHEET 5
DRAWING NO. TCI - PITTWATER ROAD, MANLY - REFUGE - 0001
REVISION: 1

ITEM 4.14	**IRIS STREET, FRENCHS FOREST - PEDESTRIAN REFUGE**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2022/312309**
ATTACHMENTS	**1 Iris Street - plan**
	2 Iris Street - Swept Path plot

GEOCODES: -33.748896, 151.244486

REPORT

BACKGROUND

Council has approved DA2019/0409 for a Seniors Living Development at Lot 1113 Oxford Falls Road. One of the conditions of consent requires the developer to prepare plans and construct a Pedestrian Refuge across Iris Street near the corner of Iris Street and Patanga Road.

LOCATION

Iris Street is a Local Road carrying peak hour volumes of around 200 vehicles per hour. Buses travel in both directions along Iris Street and pedestrians cross Iris Street to and from the bus.

ISSUES

- Seniors Living Developments are required to make provision for access to and from public transport services.
- To facilitate such access (particularly by those with mobility issues) footpath links, bus shelters, pram ramps and a Pedestrian Refuge on Iris Street have been required in conjunction with the Development approval.
- The introduction of the Pedestrian Refuge which will be sited adjacent to a bus stop on the south side of Iris Street. This will mean that when a bus is stopped at the bus stop, westbound traffic flow will be blocked. The peak westbound traffic volume is 96 vehicles per hour. If the bus is stopped for 60 seconds, at most two vehicles would be blocked which is considered acceptable and unlikely to create significant traffic delays.
- Swept path plots have been provided which demonstrates that the proposed Pedestrian Refuge will not impede a B85 vehicle from turning right into or left out of the nearest driveway at No.28 Iris Street.

PROPOSAL

Council has undertaken a review of the location and issues and supports the introduction of the pedestrian refuge.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal improves pedestrian facilities and enhances links to adjacent footpaths and bus stops.

CONSULTATION

Consultation with properties in the immediate vicinity regarding the matter has been undertaken in conjunction with the development approval process

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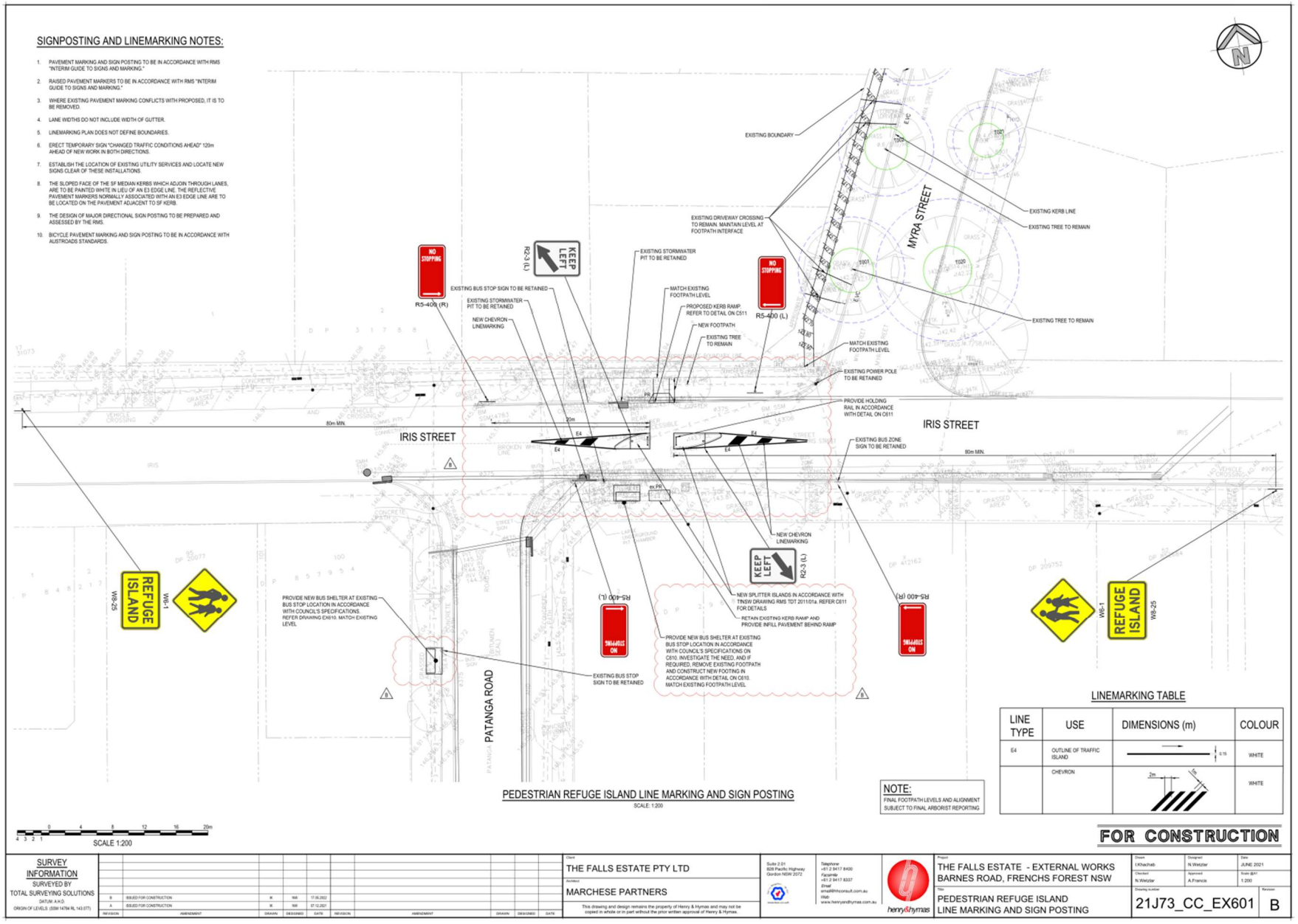
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

A. Supports the introduction of the Pedestrian Refuge on Iris Street near Patanga Road in accordance with the submitted plans
B. Notes that construction of the Pedestrian Refuge will be completed at the Developer's cost


SIGNPOSTING AND LINEMARKING NOTES:
1. PAVEMENT MARKING AND SIGN POSTING TO BE IN ACCORDANCE WITH RMS "INTERIM GUIDE TO SIGNS AND MARKING."
2. RAISED PAVEMENT MARKERS TO BE IN ACCORDANCE WITH RMS "INTERIM GUIDE TO SIGNS AND MARKING."
3. WHERE EXISTING PAVEMENT MARKING CONFLICTS WITH PROPOSED, IT IS TO BE REMOVED.
4. LANE WIDTHS DO NOT INCLUDE WIDTH OF GUTTER.
5. LINEMARKING PLAN DOES NOT DEFINE BOUNDARIES.
6. ERECT TEMPORARY SIGN "CHANGED TRAFFIC CONDITIONS AHEAD" 120m AHEAD OF NEW WORK IN BOTH DIRECTIONS.
7. ESTABLISH THE LOCATION OF EXISTING UTILITY SERVICES AND LOCATE NEW SIGNS CLEAR OF THESE INSTALLATIONS.
8. THE SLOPED FACE OF THE SF MEDIAN KERBS WHICH ADJOIN THROUGH LANES, ARE TO BE PAINTED WHITE IN LIEU OF AN E3 EDGE LINE. THE REFLECTIVE PAVEMENT MARKERS NORMALLY ASSOCIATED WITH AN E3 EDGE LINE ARE TO BE LOCATED ON THE PAVEMENT ADJACENT TO SF KERB.
9. THE DESIGN OF MAJOR DIRECTIONAL SIGN POSTING TO BE PREPARED AND ASSESSED BY THE RMS.
10. BICYCLE PAVEMENT MARKING AND SIGN POSTING TO BE IN ACCORDANCE WITH AUSTROADS STANDARDS.
N
EXISTING BOUNDARY
EXISTING DRIVEWAY CROSSING TO REMAIN, MAINTAIN LEVEL AT FOOTPATH INTERFACE
MYRA STREET
EXISTING KERB LINE
EXISTING TREE TO REMAIN
EXISTING TREE TO REMAIN
NO STOPPING
R5-400 (R)
KEEP LEFT
R2-3 (L)
EXISTING STORMWATER PIT TO BE RETAINED
EXISTING BUS STOP SIGN TO BE RETAINED
EXISTING STORMWATER PIT TO BE RETAINED
NEW CHEVRON LINEMARKING
MATCH EXISTING FOOTPATH LEVEL
PROPOSED KERB RAMP REFER TO DETAIL ON C511
NEW FOOTPATH
EXISTING TREE TO REMAIN
NO STOPPING
R5-400 (L)
MATCH EXISTING FOOTPATH LEVEL
EXISTING POWER POLE TO BE RETAINED
PROVIDE HOLDING RAIL IN ACCORDANCE WITH DETAIL ON C611
IRIS STREET
IRIS STREET
80m MIN.
80m MIN.
EXISTING BUS ZONE SIGN TO BE RETAINED
NEW CHEVRON LINEMARKING
KEEP LEFT
R2-3 (L)
NEW SPLITTER ISLANDS IN ACCORDANCE WITH TINSW DRAWING RMS TDT 2011/01a. REFER C611 FOR DETAILS
RETAIN EXISTING KERB RAMP AND PROVIDE INFILL PAVEMENT BEHIND RAMP
PROVIDE NEW BUS SHELTER AT EXISTING BUS STOP LOCATION IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS. REFER DRAWING EX610. MATCH EXISTING LEVEL.
R5-400 (L)
STANDS ON
R5-400 (R)
STANDS ON
PROVIDE NEW BUS SHELTER AT EXISTING BUS STOP LOCATION IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS ON C610. INVESTIGATE THE NEED, AND IF REQUIRED, REMOVE EXISTING FOOTPATH AND CONSTRUCT NEW FOOTING IN ACCORDANCE WITH DETAIL ON C610. MATCH EXISTING FOOTPATH LEVEL
EXISTING BUS STOP SIGN TO BE RETAINED
REFUGE ISLAND
W6-1
W8-25
REFUGE ISLAND
W6-1
W8-25
PATANGA ROAD
PEDESTRIAN REFUGE ISLAND LINE MARKING AND SIGN POSTING
SCALE: 1:200
SCALE 1:200
LINEMARKING TABLE
LINE TYPE
USE
DIMENSIONS (m)
COLOUR
E4
OUTLINE OF TRAFFIC ISLAND
0.15
WHITE
CHEVRON
2m
0.5
WHITE
NOTE:
FINAL FOOTPATH LEVELS AND ALIGNMENT SUBJECT TO FINAL ARBORIST REPORTING
FOR CONSTRUCTION
SURVEY INFORMATION
SURVEYED BY
TOTAL SURVEYING SOLUTIONS
DATUM: A.H.D.
ORIGIN OF LEVELS: (SSM 14784 RL 143.077)
B ISSUED FOR CONSTRUCTION M NW 17.06.2022
A ISSUED FOR CONSTRUCTION M NW 07.12.2021
THE FALLS ESTATE PTY LTD
MARCHESE PARTNERS
This drawing and design remains the property of Henry & Hymas and may not be copied in whole or in part without the prior written approval of Henry & Hymas.
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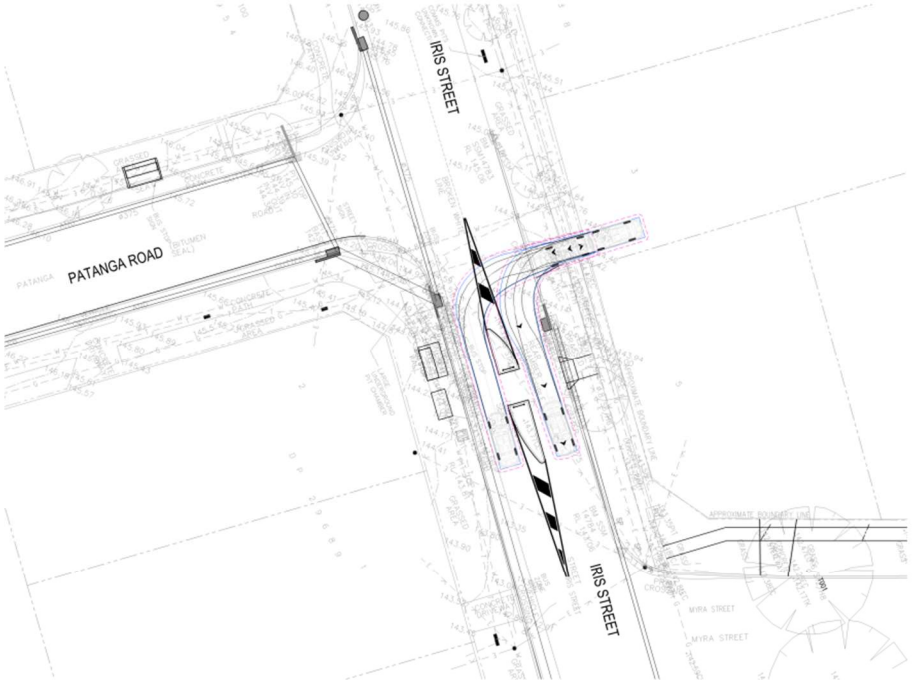
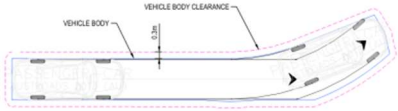
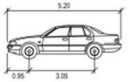
henry&hymas
THE FALLS ESTATE - EXTERNAL WORKS
BARNES ROAD, FRENCHS FOREST NSW
PEDESTRIAN REFUGE ISLAND
LINE MARKING AND SIGN POSTING
Drawn I.Khachab
Designed N.Wetzler
Date JUNE 2021
Checked N.Wetzler
Approved A.Francis
Scale @A1 1:200
Drawing number 21J73_CC_EX601
Revision B



TURNING PATH LAYOUT PLAN
SCALE: 1:200



VEHICLE LEGEND
SCALE: N.T.S.



PASSENGER-CAR

	METERS
Width	1.94
Track	1.84
Lock to Lock Time	6.0
Steering Angle	33.6

VEHICLE PROFILE
SCALE: N.T.S.

SCALE 1:200

FOR CONSTRUCTION

SURVEY INFORMATION SURVEYED BY TOTAL SURVEYING SOLUTIONS DATUM: A.H.D. ORIGIN OF LEVELS: (SSM 14764 RL 143.077)														
REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	Client: THE FALLS ESTATE PTY LTD Architect: MARCHESE PARTNERS This drawing and design remains the property of Henry & Hymas and may not be copied in whole or in part without the prior written approval of Henry & Hymas.	Suite 2.01 828 Pacific Highway Gordon NSW 2072	Telephone: +61 2 9417 8400 Facsimile: +61 2 9417 8337 Email: email@hhconsult.com.au Web: www.henryandhymas.com.au	henry&hymas	Project: THE FALLS ESTATE - EXTERNAL WORKS BARNES ROAD, FRENCHS FOREST NSW Title: TURNING PATH LAYOUT PLAN	Drawn: I.Khachab Checked: N.Webster Drawing number: 21J73_CC_EX612	Designed: N.Webster Approved: A.Francis Revision: A	Date: MAY 2022 Scale @A1: 1:200
A	ISSUED FOR CONSTRUCTION	IK	NW	17.05.2022										

5.0 MATTERS FOR NOTATION

ITEM 5.1	**REQUEST FOR WORKS ZONE**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2022/311363**
ATTACHMENTS	**NIL**

GEOCODES: Various

REPORT

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

Applicant	Location	Works Zone Length and Time	Requested Period
Metricon Homes Pty Ltd PO Box 7510 NORWEST NSW 2153	12-14 Soldiers Avenue FRESHWATER NSW 2096	Length: 20 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	4 April 2022 to 3 October 2022
Metricon Homes Pty Ltd Level 4 32 Lexington Drive BELLA VISTA NSW 2153	189 Balgowlah Road BALGOWLAH NSW 2093	Length: 20 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	31 May 2022 to 12 November 2022
PBC Pty Ltd 49/28 Barcoo Street ROSEVILLE NSW 2069	45 Darley Road MANLY NSW 2095	Length: 7 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	30 May 2022 to 23 December 2022

RECOMMENDATION TO TRAFFIC COMMITTEE

The Traffic Committee notes the delegated approval of Works Zones as described above.