

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 5 MARCH 2019

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

**Todd Dickinson
Acting General Manager
Environment and Infrastructure**

Voting Members

Chair – Deputy Mayor - Northern Beaches Council
 Member for Pittwater Mr R Stokes MP Representative
 Member for Davidson Mr J O’Dea MP Representative
 Member for Wakehurst Mr B Hazzard MP Representative
 Member for Manly Mr J Griffin MP Representative
 Roads and Maritime Services
 Northern Beaches Police Command, Dee Why

Cr Sue Heins
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Mr John O’Connor
 Mr Raymond Tran
 Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot
 Forest Coach Lines
 Manly Warringah Cabs Co-operative Society Ltd
 Cycling Representative

Mr Egwin Herbert
 Mr Jay Zmijewski
 TBC
 Mr Owen Dunne

Officers

Acting General Manager Environment and Infrastructure
 Acting Executive Manager Transport and Civil Infrastructure
 Manager Transport Network
 Senior Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Manager, Rangers
 Active Travel Officer
 Active Travel Officer
 Road Safety Officer
 Road Safety Officer
 Transport Support Officer

Mr Todd Dickinson
 Mr Michael England
 Mr Phillip Devon
 Mr Patrick Bastawrous
 Mr Ricky Kwok
 Mr James Brocklebank
 Mrs Shankar Pandey
 Mr Velsamy Sankaran
 Mr Luke Nickson
 Mr Brian Duong
 Mr Fernando Rios
 Mr Ali Samimi Haghighi
 Mr Paul Crossan
 Ms Michelle Carter
 Mr Phillip Gray
 Mrs Karen Menzies
 Ms Robynann Dixon
 Ms Lisa Monk

Visitors

To speak on Item 4.1

Mr Phil Thorsen

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

to be held on Tuesday 5 March 2019

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 5 February 2019

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NEXT MEETING Tuesday 2 April 2019

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 5 FEBRUARY 2019

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 5 February 2019, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1

QUIRK ROAD, BALGOWLAH - ANGLE PARKING

REPORTING OFFICER

TRAFFIC ENGINEER

TRIM FILE REF

2019/073893

ATTACHMENTS

- 1 Quirk Road, Manly Vale - Plan
- 2 Table of Consultation

GEOCODES: -33.787339, 151.270039

REPORT

BACKGROUND

Council has received concerns from local residents and Rangers regarding vehicles parking in an unregulated fashion on the east side of Quirk Road, south of Kenneth Road, Balgowlah. Unless signposted for angle parking, by law, vehicles must park parallel to the kerb; however, on this section of Quirk Road, cars have been parking at an angle for many years on an informal basis. Vehicles also park on the western side of Quirk Road parallel to the kerb.

LOCATION

Quirk Road is a local road with a 50km/h speed limit. It is a two way road closed to traffic at its southern end. The subject section of Quirk Road is 11.4m in width. It is situated within the Balgowlah Industrial area and carries low volumes of traffic given that it is only 120m in length with only one connecting side street (Paton Place) which is only 60m in length and also a cul-de-sac.

ISSUES

- There is a high demand for kerbside parking in Quirk Road given that Quirk Road and Paton Place contains a number of motor mechanics and vehicle repair businesses.
- Parking has been occurring safely in an ad hoc 60-90° angle parking arrangement on Quirk Road's eastern side for many years. Crash data for Quirk Road reveals no reported crashes on Quirk Road south of Kenneth Road in the 10 years to June 2018.
- Austroads Road Design guidelines suggest that for a road with a width of 11.4m that the road is too narrow even for 30° angle parking on one side and no parking on the other. To meet the Austroads requirements a 60° angle parking arrangement requires a road width of 14.8m.
- There is a shared path running along the east side of Quirk Road. To ensure sufficient width remains available for safe passage of pedestrians and cyclists using this shared path a nose to kerb arrangement for the angle parking is proposed. This minimizes kerb overhang.
- A No Stopping restriction was introduced in 2017 around the cul-de-sac end of Quirk Road to keep the end of the road clear of parked vehicles to facilitate emergency access to the SES compound at the end of the road. This No Stopping zone will be retained.
- Two parking spaces of parallel parking will be retained immediately south of the statutory 10m No Stopping at Kenneth Road. This will provide for increased width for turning manoeuvres at the intersection.
- Responses to consultation have highlighted the need to maximize parking in the street and have noted that angle parking has been occurring in the street for many years without issue.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a No Parking restriction on the west side of Quirk Road and 60° angle parking (front to kerb) on its eastern side. This will maintain a 6.3m road width beyond the parked vehicles. This is sufficient for a lane of traffic in either direction. Although the proposal does not meet the Austroads requirements, given the low volume and speed of traffic in the street and the low turnover of parking (parking will remain unrestricted) it is considered that the proposed arrangement will be safe. By removing parking from the western side of the road there will be sufficient road width to reverse from an angle parking space and sufficient space to turn into a parking space. These manoeuvres will require some encroachment onto the opposing traffic lane however given the low volume and speed of traffic in the street such encroachment will not result in a significant risk of collision. It should be noted that the street has operated safely for many years with an informal angle parking arrangement operating on one side and parallel parking on the other.

A length of 12m of parallel parking will be retained on the east side of Quirk Road to allow for the swept path of heavy vehicles entering the street from Kenneth Road.

Existing No Stopping zones in the cul-de-sac of Quirk Road will be retained to facilitate turning of vehicles.

CONSULTATION

Consultation letters have been distributed to 55 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. Signposting and linemarking of 60° angle parking, front to kerb, on the east side of Quirk Road, south of Kenneth Road, Balgowlah.
 - B. Retention of 12m of parallel parking on the east side of Quirk Road immediately south of the kerb blister at its Kenneth Road intersection.
 - C. Retention of pre-existing No Stopping zones at the southern end of Quirk Road.
 - D. Signposting of No Parking on the west side of Quirk Road, south of Kenneth Road.
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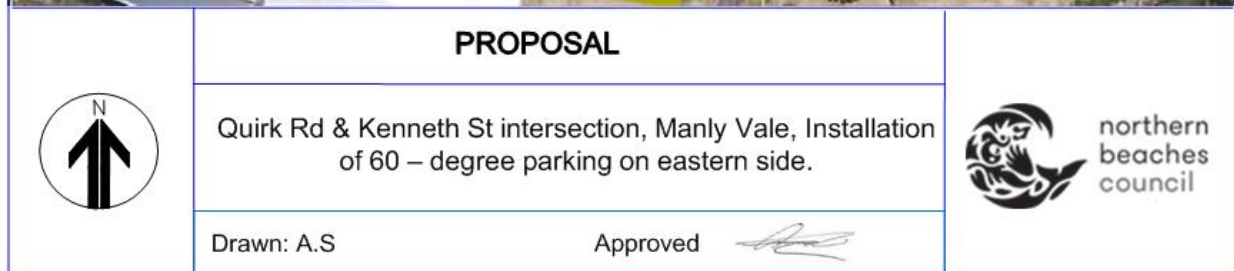


Table of Consultation

Address	Quirk Road, Manly Vale
Proposal	Angle Parking

Properties Consulted	55
Responses Received	2
Support	0
Do Not Support	2

Issue	Resident Comment	Council Response
retain parking on western side	opposed to ban on parking on the western side of Quirk Road as the parallel spaces are used for larger vehicles and drop off of vehicles. Around 9 spaces will be lost	it is not possible to retain parking on both sides of Quirk Road and meet standards or provide sufficient carriageway width for two way traffic flow. The proposed No Parking restriction will still permit drop off and pick up to occur. Parallel parking will remain in Paton Place
rear to kerb parking preferred	rear to kerb parking allows greater overhang thereby maximising available road width	although rear to kerb does maximise available road width it would also result in vehicles overhanging the shared path. Front to kerb is preferred for this reason
widen road to allow parking to be retained on both sides	if the road does not meet standards for angle parking one side and parallel parking on the other side. The road should be widened	The road would need to be widened by over 5m to meet Australian Standards requirements. Currently angle parking is taking place illegally, parking should be taking place parallel to the kerb on both sides of the road unless signposted otherwise
too much lost parking	6 parking spaces were lost last year as a result of the introduction of No Stopping at the end of the cul-de-sac. This will remove more, local business will suffer	Currently angle parking is taking place illegally, parking should be taking place parallel to the kerb on both sides of the road unless signposted otherwise, we are attempting with this proposal to maximise legal parking in the street
extend angle parking nearer to Kenneth Rd	angle parking can be extended by approximately 6-8m nearer to Kenneth Road than is shown on the plan. This will add 3-4 spaces	Quirk Road is used by trucks, parallel parking is required near the Kenneth Road intersection in order to allow for turning movements entering and exiting the roundabout
why change the status quo	the street has been working well for 30 year with one side angle parking and the other parallel. Why change it?	the proposal seeks to legalise parking which has been occurring contrary to the road rules. It is considered unsafe to retain parking on the western side with angle parking on the other

ITEM 4.2	SUNSHINE STREET, MANLY VALE - PARKING EDGELINE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/081765
ATTACHMENTS	1 Sunshine Street, Manly Vale - Plan 2 Table of Consultation

GEOCODES: -33.783982, 151.267003

REPORT

BACKGROUND

Council has received concerns from local residents regarding poor parking, lack of lane discipline and speeding on Sunshine Street near its intersections with Somerville Place and Condamine Street, Manly Vale.

LOCATION

Sunshine Street is a local road of approximately 12.6m in width. It carries two way traffic. The section between Somerville Place and Condamine Street is commercial in nature however west of Somerville Place it is residential.

ISSUES

- Sunshine Street widens from 10.3m to 12.6m in width on its approach to Condamine Street. This can lead to motorists increasing their speed as they approach the high pedestrian traffic area around Somerville Place.
- The wider road on approach to Condamine Street can lead to traffic travelling down the centre of the road.
- Vehicles at times park too close to Somerville Place reducing sight lines.
- Vehicles sometimes park too far from the kerb.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce parking lane edgelines to improve parking discipline and to visually narrow the carriageway. Unbroken barrier lines will also be introduced between Somerville Place and Condamine Street to improve lane discipline. No Stopping signage will be added at the intersection with Somerville Place to prevent vehicles parking too close to the intersection with this lane.

CONSULTATION

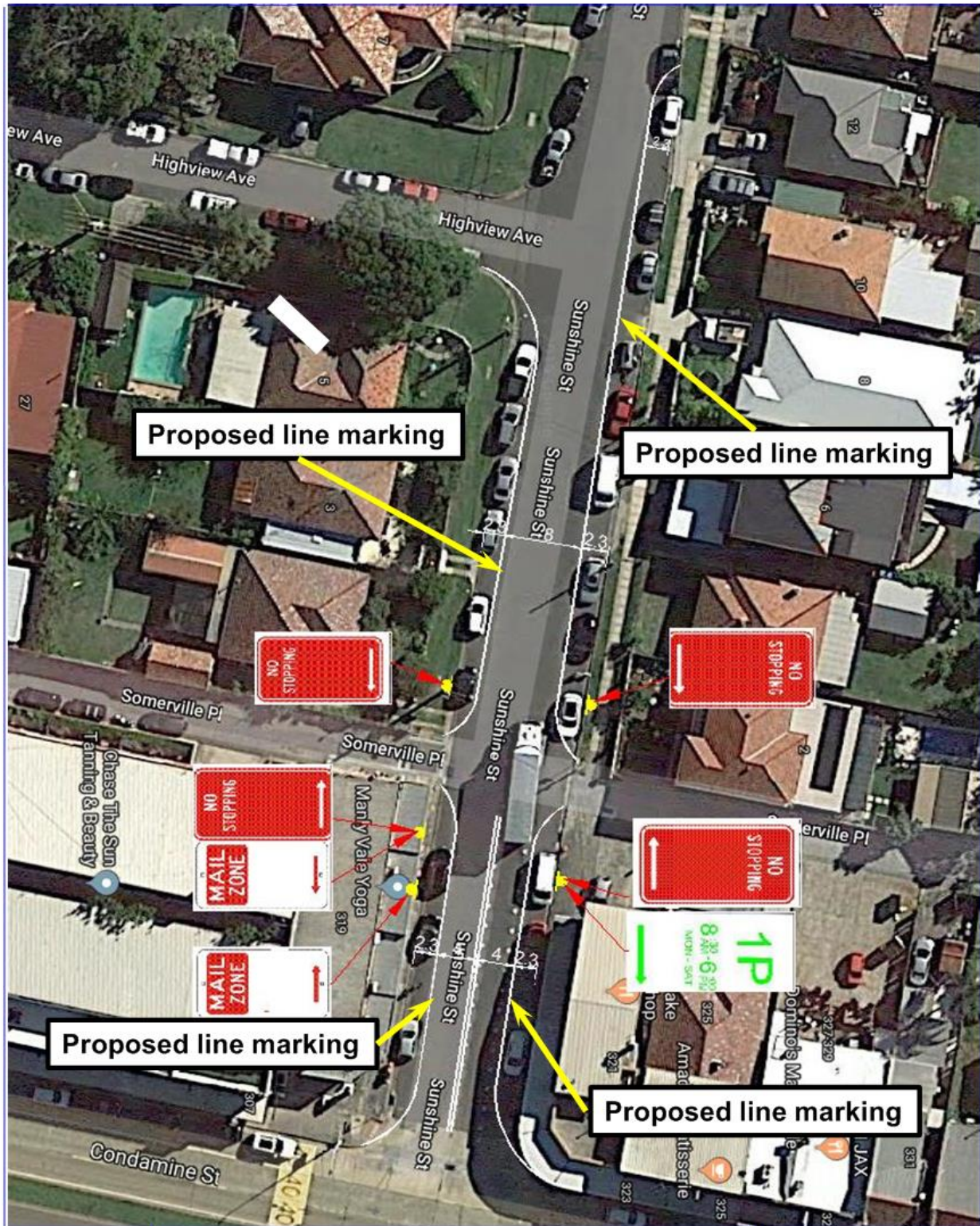
Consultation letters have been distributed to 47 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of parking edge lines on both sides of Sunshine Street on the approach to Condamine Street, Manly Vale.

-
- B. Introduction of unbroken dividing barrier lines on Sunshine Street between Somerville Place and Condamine Street.
 - C. Introduction of No Stopping signage on the north side of Sunshine Street either side of Somerville Place.
-



PROPOSAL

Sunshine Street, Manly Vale
Parking edge lines & changing signs

Drawn: AS

Approved




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Table of Consultation

Address	Sunshine Street, Manly Vale
Proposal	Edgeline and unbroken barrier lines

Properties Consulted	47
Responses Received	1
Support	1
Do Not Support	

Issue	Resident Comment	Council Response
STOP linemarking needed in Somerville Place	Vehicles fail to STOP at the STOP sign in Somerville Place	STOP line to be introduced at existing STOP sign
parking too close to intersection	Cars park too close to the intersection of Somerville Place blocking visibility	No Stopping signs to be added to existing parking restriction signposts at the intersection with Somerville Place

ITEM 4.3	BALGOLWAH ROAD, BALGOWLAH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/082739
ATTACHMENTS	1 Balgowlah Road, Balgowlah - Plan

GEOCODES: -33.790742, 151.269381

REPORT

BACKGROUND

Council has received concerns from local residents regarding insufficient visibility when exiting Quirk Road onto Balgowlah Road, Balgowlah.

LOCATION

Balgowlah Road is a collector road of 12.8m in width. It carries high volumes of traffic in both directions. Quirk Road is a cul-de-sac providing access to Council's Balgowlah Depot and a number of other industrial premises. It also serves as the access point to Manly West Park.

ISSUES

- Vehicles exiting Quirk Road have sight lines obstructed by parked vehicles at most times of the day due to the high level of parking activity generated by nearby industrial and commercial uses
- The high volume of traffic on Balgowlah Road makes egress from Quirk Street difficult and obstructed sight lines makes selecting a suitable gap difficult
- The Balgowlah/Manly Vale Parking and Traffic Review completed for Council in 2018 recommends increasing the length of No Parking east of the intersection to improve sight lines

PROPOSAL

Council has undertaken a review of the location and issues. It is proposed to introduce a 5m length of No Parking, east of the existing 14m length of No Stopping zone on the north side of Balgowlah Road. This will improve sight lines to the east for traffic exiting Quirk Road. In conjunction with this the adjacent 2P parking zone will be shifted 5m to the east to maintain the existing length of 2P parking.

CONSULTATION

Consultation letters have been distributed to 41 properties within the immediate vicinity of the location providing notification of the proposed changes. No objections or issues regarding the proposal have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the creation of a 5m length of No Parking restrictions on the north side of Balgowlah Road, east of the existing No Stopping zone at the Quirk Road intersection, Balgowlah.



Balgowlah Road, Manly Vale
No Parking signs

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ITEM 4.4	TREVOR ROAD, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/085806
ATTACHMENTS	1 Trevor Road, Newport - Plan 2 Table of Consultation

GEOCODES: -33.658417, 151.317604

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking and access in Trevor Road, Newport, near the intersection with Barrenjoey Road. Council's refuse and recycling contractor, URM, has also advised that they are experiencing difficulties servicing the street when cars are parked on the southern side of the road on the approach to the intersection.

LOCATION

- Trevor Road is a local road, with a 50km/h speed limit.
- The road width is approximately 7.5m between kerbs.
- The road has a curved approach, forming a 'T' intersection with Barrenjoey Road.
- Parking is unrestricted in Trevor Road, except for the statutory 10m No Stopping restrictions from the intersection.

ISSUES

- Vehicles parked on the bend near No.5 Trevor Road restrict the overall road width and traffic sight distances for vehicles entering and exiting the road.
- The statutory No Stopping restrictions from the intersection, only prohibit parking 10m from the entry/exit to the road, and additional restrictions are required due to the restricted sight distance and close proximity to Barrenjoey Road.
- Council's refuse and recycling contractor, URM, have reported difficulties accessing the area resulting in a number of missed collections, and have requested that No Parking restrictions be installed to facilitate waste collection on the southern side of the road approaching the intersection.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking restrictions on the southern side of Trevor Road to improve access and safety on the approach to the intersection.

CONSULTATION

Consultation letters have been distributed to 26 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 installation of No Parking restrictions from the driveway of No.5 Trevor Road, Newport, to the statutory No Stopping restrictions 10m from the intersection with Barrenjoey Road, Newport.



PROPOSAL

Trevor Road, Newport
"No Parking Restrictions"

Drawn: FR

Approved: PD 



Table of Consultation

Properties Consulted	26
Responses Received	10
Support	9
Do Not Support	1

Issue	Resident Comment	Council Response
Proposed 'No Parking' restrictions on the southern side of Trevor Road	Extend parking restrictions and deploy No Parking signage on both sides of the road	Council's refuse and recycling contractor, URM, have requested that 'No Parking' restrictions only be installed on the southern side of the road approaching the intersection to facilitate waste collection. No further restrictions are proposed due to consideration of existing parking demands in the street.

ITEM 4.5 **ALBERT STREET, FRESHWATER - TIMED PARKING
RESTRICTIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2019/081882****ATTACHMENTS** **1 Albert Street, Freshwater - Plan**
2 Albert Street, Freshwater - Table of Consultation**GEOCODES:** -33.777359, 151.287347**REPORT****BACKGROUND**

Council has received concerns from local residents regarding insufficient parking in front of The Captains Shop at 55 Albert Street, Freshwater. The Shop currently has a 30min parking zone on its frontage however the proprietor has requested that the zone apply before 8:30am and until later in the evening to suit extended hours of trade.

LOCATION

Albert Street is a local road of approximately 12.8m in width carrying two way traffic. It is a residential street; however, at its intersection with Soldiers Avenue there is a convenience store (The Captains Shop) and a motor mechanic shop generating some higher turnover parking.

ISSUES

- The existing restriction applies between 8:30am and 6:00pm; however, customers require parking before 8:30am and after 6:00pm
- The existing 30min restriction is too long and a restriction of 15mins would suit clientele better
- There is a high demand for longer term parking in the location and residents do not support sacrificing additional unrestricted spaces for short term parking.

PROPOSAL

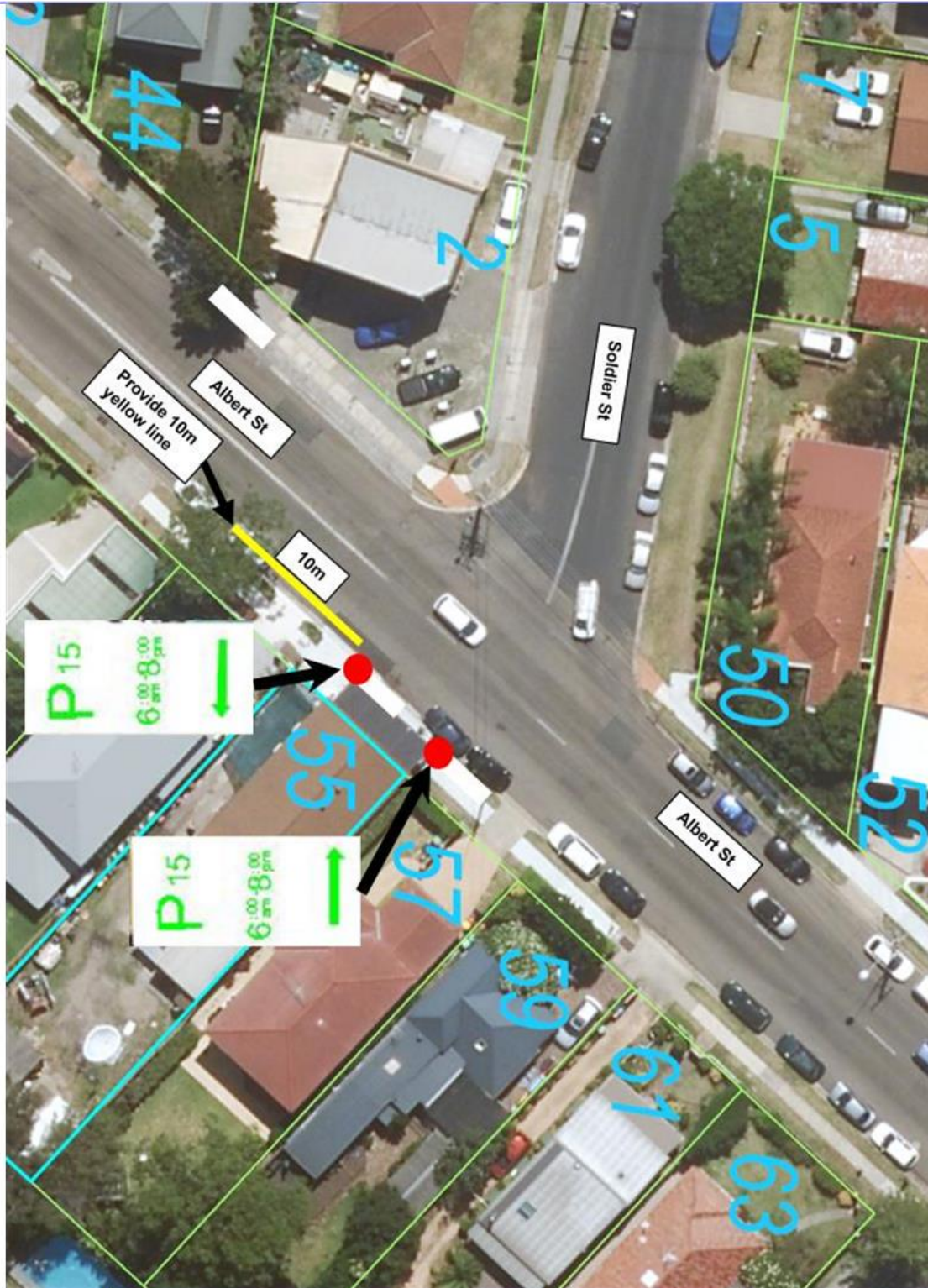
Council has undertaken a review of the location and issues and originally proposed to introduce an extended length of 1/4P on the east side of Albert Street together with 1/2P on Soldiers Avenue near its intersection with Albert Street. Although residents were supportive of the 1/4P on Albert Street there was opposition to the 1/2P on Soldiers Avenue. Council therefore proposes to replace the existing 1/2P restriction (applying 8:00am to 6:00pm) in front of No. 55 Albert Street with a 1/4P restriction (applying 6:00am to 8:00pm) but not to introduce any restrictions in Soldiers Avenue.

CONSULTATION

Consultation letters have been distributed to 40 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 introduction of a 1/4P restriction along the frontage of 55 Albert Street, Freshwater. applying 6:00am to 8:00pm everyday.



PROPOSAL

55 Albert Street, Freshwater
Relocation & changing of the exciting signs

Drawn: AS

Approved




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Table of Consultation

Address	Albert Street, Freshwater
Proposal	1/4P timed parking restriction

Properties Consulted	40
Responses Received	7
Support	7
Do Not Support	0

Issue	Resident Comment	Council Response
restrictions in Soldiers Avenue are excessive	restrictions in Soldiers Avenue take away too much parking for residents	proposed 1/2P restrictions in Soldiers Avenue have been deleted
	restrictions in Soldiers Avenue will result in more pedestrians crossing Albert Street at a dangerous location	proposed 1/2P restrictions in Soldiers Avenue have been deleted
	restrictions in Soldiers Ave only benefit the convenience store to the disbenefit of residents	proposed 1/2P restrictions in Soldiers Avenue have been deleted
extension of Albert Street timed parking in front of No.57 Albert Street	opposed to introduction of timed parking in front of No.57 Albert St which is a residential home	proposed 1/4P will now be confined to the frontage of No.55 Albert Street

ITEM 4.6	GLEN STREET, BELROSE - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/085226
ATTACHMENTS	1 Glen Street, Belrose - Plan 2 Table of Consultation

GEOCODES: -33.739291, 151.211396

REPORT

BACKGROUND

Council has received concerns from Eastbrooke Belrose Family Practice and patients visiting the practice regarding a lack of availability of parking in front of the Medical Centre. The Manager reported that parking spaces in front of the Medical Centre are being used for long-term parking by employees of the Glenrose Village Shopping Centre. She advised that the majority of patients who visit the Medical Centre are elderly and unable to walk long distances after the surgery.

LOCATION

- Glen Street, Belrose, is a collector road with a 50km/h speed limit.
- The section of Glen Street under consideration is a two lane road with a width of approximately 13m.
- The surrounding area comprises Glenrose Shopping Centre, Glen Street Theatre, Lionel Watts Reserve and numbers of medium density residential units above commercial units.
- Glen Street is a bus route for the 141,271,274,281 and 283 services.

ISSUES

- Arial views from Near-map shows that the proposed two parking spaces are generally occupied.
- This proposal will benefit the Medical Centre and their customers increasing parking turnover of available parking spaces. This proposal will also benefit the units and other businesses within the building providing short-term parking during the day.
- The initial request was to install some disabled parking in front of the Medical Centre. However, Council does not support the installation of on-street disabled parking spaces mainly because of the difficulties in providing spaces which meet the requirements of the relevant standards in terms of disabled access and parking.

PROPOSAL

Council has undertaken a review of the above location and proposes to convert two parking spaces in front of the Medical Centre into '2P 8:00am – 5:00pm Mon-Fri'.

CONSULTATION

Consultation letters have been distributed to 19 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 installation of '2P 8:00am – 5:00pm Mon-Fri' in front of the Eastbrooke Belrose Family Practice on Glen Street, Belrose, for two car spaces.



PROPOSAL

Glen Street, Belrose
Timed Parking

Drawn SP

Approved 

ISM No.



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council

Table of Consultation

Address	<u>Glen Street, Belrose</u>
Proposal	<u>Timed Parking</u>

Properties Consulted	19
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Nearby residents were consulted on the proposal of one hour parking restriction.	Two residents requested to have two hours parking restriction instead of one hour as proposed.	Council support the request to have two hours restriction and amended the plan.

ITEM 4.7	WOORARRA AVENUE, NORTH NARRABEEN - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/085804
ATTACHMENTS	1 Woorarra Ave, North Narrabeen - Plan 2 Table of Consultation

GEOCODES: -33.708308, 151.288952

REPORT

BACKGROUND

Council has received concerns from local residents, regarding vehicles parking near the crest near No.76 Woorarra Avenue, North Narrabeen, affecting sight distances for through traffic.

LOCATION

- Woorarra Avenue is a local road with a 50km/h speed limit.
- The section of road under consideration has a variable pavement width between 5 and 6m, and no kerb and gutter.
- The crest in the road is located near property No.76 Woorarra Avenue, approximately 330m south from Weeroona Avenue. There are advanced warning signs with numerous large trees at the crest.
- There is no existing linemarking or signposted restrictions in the vicinity of the crest.

ISSUES

- Vehicles parked at the crest obstruct sight distances for through traffic.
- There are a number of skewed driveways along the section of road, and vehicles parked in this area cause difficulties for residents entering and exiting their properties.
- The installation of No Stopping Unbroken Yellow Lines is appropriate at locations with no kerb and gutter to prevent vehicles from parking near locations such as the crest in the road where traffic sight distances are restricted.

PROPOSAL

Council has undertaken a review of the location and issues and it is proposed that the No Stopping Unbroken Yellow Lines on Woorarra Avenue, between the driveway of No.s 70 to 78 and the driveway of No.s 63 to 69, to improve traffic sight distances at the crest.

CONSULTATION

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Stopping Unbroken Yellow Lines on Woorarra Avenue, between the driveway of No.s 70 to 78 and the driveway of No.s 63 to 69, to improve traffic sight distances at the crest.





	PROPOSAL		 northern beaches council
	WOORARRA AVENUE, NORTH NARRABEEN NO STOPPING (UNBROKEN YELLOW) LINES		
	Drawn	FR	

Table of Consultation

Properties Consulted	17
Responses Received	6
Support	6*
Do Not Support	0

Issue	Resident Comment	Council Response
No Stopping (Unbroken Yellow) lines on western side of Woorarra Avenue	Extend Yellow Unbroken lines from No.61 to 73	The proposed length of No Stopping (Unbroken Yellow) lines is considered adequate to improve traffic sight distances without further impacting parking demands in the street.
No Stopping (Unbroken Yellow) lines on eastern side of Woorarra Avenue	* Only supports the Yellow Unbroken lines from No.70 to 78	The proposed No Stopping (Unbroken Yellow) lines are required on both sides of the road to maintain traffic flow in each direction.

ITEM 4.8	HAY STREET, COLLAROY - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/086956
ATTACHMENTS	1 Hay Street, Collaroy - Plan 2 Table of Consultation

GEOCODES: -33.741534, 151.302063

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow vehicular conditions at the southern end of Hay Street, adjacent to the intersection of Bedford Crescent, Collaroy. When vehicles are parked on the western side of the road they create unsafe conditions for passing traffic on Hay Street and traffic turning into from Bedford Crescent.

Although low traffic generation, there are some safety concerns observed due to narrowing road width on Hay Street and the inadequate turning circle at the intersection.

LOCATION

- Intersection of Hay Street and Bedford Crescent, Collaroy.
- Hay Street is a through road with a 50km/h speed limit and a width of approximately 7m.
- Bedford Crescent, adjoins with Hay Street, has a width of approximately 6m.
- There are existing Dividing Barrier Lines (two way) at this intersection.
- Hay Street is also cycle path for the Road Cycling Network for the Northern Beaches Council.

ISSUES

- Vehicles parking on the both eastern and western sides along Hay Street and Bedford Crescent.
- Vehicle(s) illegally parking along existing Dividing Barrier Lines.
- When vehicles are parked on Hay Street, two opposing cars cannot pass one another, necessitating one car having to reverse or access residential driveways to allow the other to pass between Property No.s 13 and 23.
- Vehicles negotiating the bend from Bedford Crescent into Hay Street are required to perform a multiple movement when vehicle(s) are parked in front of Property No. 11 on Hay Street.
- Vehicles are forced to cross the existing Dividing Barrier Lines when vehicle(s) are parked along the bend in front of Property No.s 7 to 11, Hay Street and at the intersection of Bedford Crescent.
- Vehicles traveling southbound on Hay Street have obstructed sight by vehicle(s) parked in front of Property No.s 7 to 11 and the existing vegetation.

PROPOSAL

Council has undertaken a review of the location and issues and proposes installing No Stopping Unbroken Yellow Lines to enhance public safety. The lines are to be placed:

- On western side of Hay Street from the intersection to Property No. 24.
- On eastern side of Hay Street between to Property No.s 9 to 11.

CONSULTATION

Consultation letters have been distributed to 43 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation

Due to the responses received, Council proposes to extend the No Stopping Unbroken Yellow Line by 11m to Property No. 7 and install a No Stopping Yellow Line to reinstate the Dividing Barrier Lines along Bedford Crescent due to illegal parking issues. Council will also include advisory warning signs to be installed along Hay Street to discourage speeding.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping Unbroken Yellow Lines along Hay Street, Collaroy, on both eastern and western sides.
 - B. Installation of No Stopping Unbroken Yellow Lines along Bedford Crescent to reinstate the Dividing Barrier Lines (two way) starting from the intersection of Bedford Crescent and Hay Street, Collaroy
-



PROPOSAL

Hay Street, Collaroy
Installation of No Stopping Unbroken Yellow Lines



Drawn BD

Approved




northern
beaches
council

Table of Consultation

Address	Hay Street, Collaroy
Proposal	No Stopping Unbroken Yellow Line

Properties Consulted	43
Responses Received	11
Support	9
Do Not Support	2

Issue	Resident Comment	Council Response
Loss of Parking	Objects the proposal. Loss of parking	Parking for Private Vehicles remains the responsibility of the property owners. Council has applied parking restrictions in other areas to facilitate access and for safety reasons.
Bus Route	Objects the proposal. Loss of parking. Wants removal of bus route	The STA is responsible for the operations of buses in the Northern Beaches.
Line of sight	Supports the proposal. Request No Stopping to be extended till Property No.7 to enhance visibility	Extending No Stopping Unbroken Yellow Line to end at driveway layback of Property No. 7
Traffic Calming Devices	Supports the propsoal. Request some speed calming device to address curb speeding	Residents are generally against Traffic Calming Devices due to the excessive noise associated
Extend No Stopping Yellow Line	Supports the propsoal. Request No Stopping Unbroken Yellow lines to be extended on western side of Hay St by 30-40m past Property No. 29 Hay St.	This will take more unnessecary off-street parking if No Stopping restriction is extended
Reduce No Stopping Yellow Line	Supports the propsoal. Requests to reduce the No Stopping area on the western side of Hay St to 50 m.	This will reduce the affect of the No Stopping restriction and will not solve the narrow nature of the road

ITEM 4.9 **MITCHELL ROAD, BROOKVALE - NO STOPPING
RESTRICTIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2019/089479****ATTACHMENTS** **1 Mitchell Road, Brookvale - Plan****GEOCODES:** -33.761749, 151.274797**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the congestion of afternoon traffic on Mitchell Road, Brookvale, caused by the flow of vehicles entering Mitchell Road from the Brookvale Industrial area.

LOCATION

- Mitchell Road is a local road with a speed limit of 50 km/h between Pittwater Road and Winbourne Road. It is in industrial area and close to a variety of services.
- It is a 12m width two-way street having two lanes each way.

ISSUES

Parked vehicles on the inside lane increase congestion, impact the traffic flow and create risks.

PROPOSAL

- Install 50m part time No Stopping 3:00pm - 7:00pm Mon - Fri restrictions along the western side of Mitchell Road between Pittwater Road and Winbourne Road.
- Extend the existing Lane Line towards the southern direction up to the median island.
- Install Dividing Line in between the existing Dividing Barrier Lines.
- Repaint the faded existing Dividing Barrier Lines.

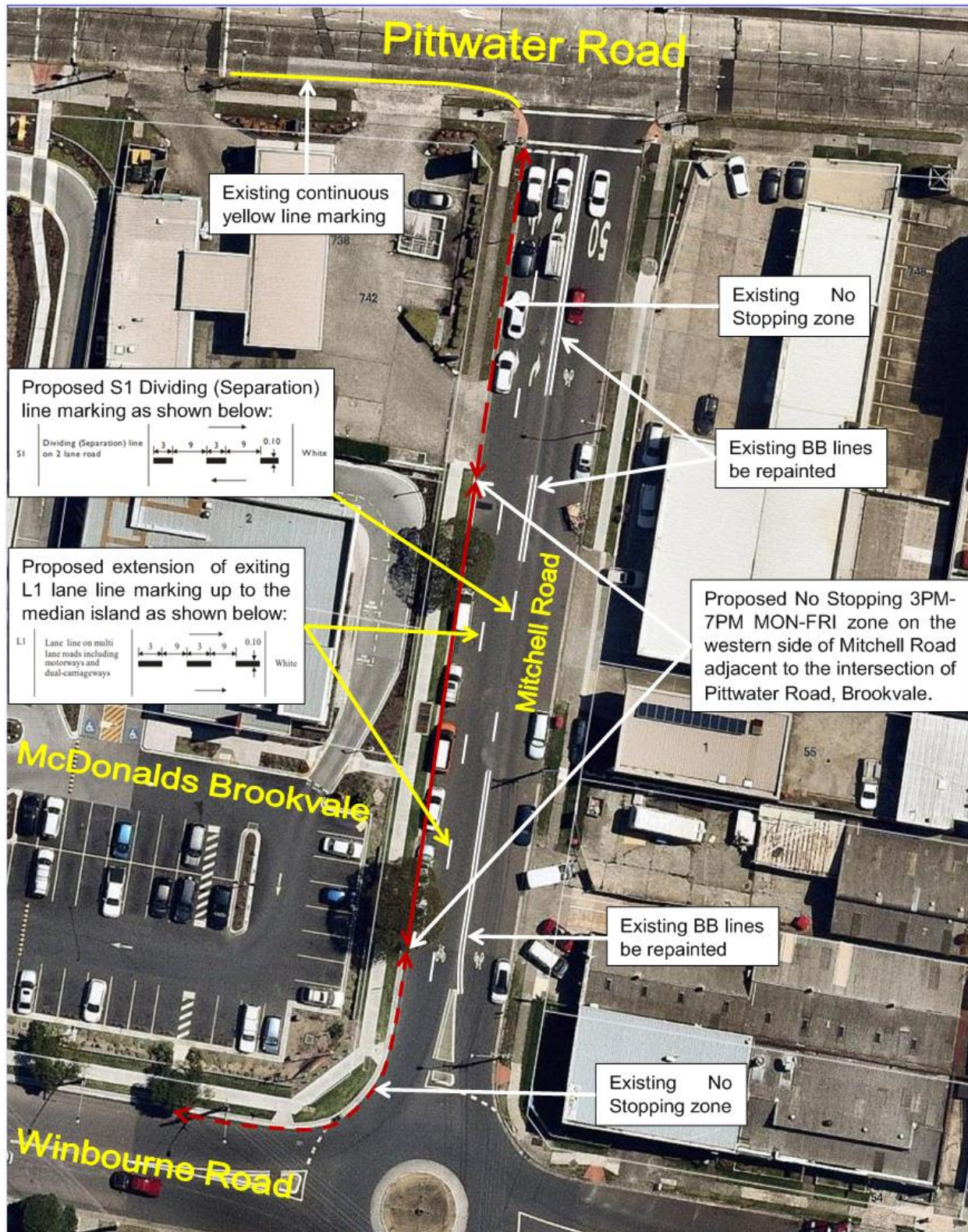
CONSULTATION

Consultation letters have been distributed to 7 properties within the immediate vicinity of the location providing notification of the proposed changes. No Submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 50m part time No Stopping 3:00pm - 7:00pm Mon – Fri restrictions along the western side of Mitchell Road between Pittwater Road and Winbourne Road, Brookvale.
 - B. Extension of the existing Lane Line towards the southern direction up to the median island.
 - C. Installation of a Dividing Line in between the existing Dividing Barrier Lines.
 - D. Repainting of the faded existing Dividing Barrier Lines.
-



PROPOSAL

Mitchell Road, Brookvale
Proposed No Stopping Zone



Drawn

E K

Emmanuel Kages

Approved

[Signature]

ITEM 4.10	PLATEAU ROAD, BILGOLA PLATEAU - P5 MINUTE DROP OFF AND PICKUP AREA
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/085809
ATTACHMENTS	1 Plateau Road, Bilgola Plateau - Plan 2 Table of Consultation

GEOCODES: -33.644929, 151.314324

REPORT

BACKGROUND

- Council has received concerns from the Bilgola Plateau Public School regarding the Drop Off and Pickup Area in Plateau Road, Bilgola Plateau.
- In the past Council has implemented a number of measures to improve safety for both school children and traffic in the vicinity of Bilgola Plateau School. Improvements include the installation of raised pedestrian crossings, Drop off and Pickup Areas, and relocating the dividing barrier lines to provide two traffic lanes with a parking lane located on alternating sides of the road where space was available.
- Council recently endorsed a Notice of Motion for 'Safer Roads Around Schools', which will identify current and future traffic safety issues, as well as taking into account future growth and changing traffic conditions.

LOCATION

- Plateau Road is a collector road with a 50km/h speed limit. The section of road under consideration lies within a designated School Zone with a reduced 40km/h speed limit between 8:00am – 9:30am and 2:30pm – 4:00pm on school days.
- The road width is approximately 9.5m between kerbs, providing only one unrestricted parking lane which alternates from one side to the other within the School Zone. No Stopping restrictions apply on the opposite side of the road to the parking lane.
- The driveway access and main entrance to Bilgola Plateau Public School is located on the western side of Plateau Road. There is a secondary access point which connects to the northern end of the School from Loblay Crescent.
- A raised pedestrian crossing is located south of the School driveway, and a School Crossing Supervisor has been provided to help students use the crossing.
- The bus stop to the north of the School driveway is a signposted Bus Zone, and the 191 and E89 bus route operates along Plateau Road.
- The 'P2 Minute Drop Off and Pickup Area 8:00am – 9:30am and 2:30pm – 4:00pm School Days' is located immediately north of the Bus Zone.

ISSUES

- Council has received ongoing concerns from the Bilgola Plateau Public School regarding the Drop Off and Pickup Area in Plateau Road. The existing facility is approximately 36m in length which only accommodates a maximum of 6 vehicles. The short area causes difficulties during school drop off/pickups, especially during the afternoon period, resulting in congestion and safety concerns outside the school.
- The designated Drop Off and Pickup Area is insufficient for a school that caters for over 500 students and which has grown by 10% over 5 years with an increase of 46 students.

- Safety of children around schools is an important issue for Council and there are some measures through changes in parking restrictions and road safety education which Council can assist to improve safety around Bilgola Public School; however, the responsibility to protect our children must be shared within the community in order to achieve the desired outcome. Measures need to be undertaken by all stakeholders, including the Council, Bilgola Plateau Public School, parents and residents, to improve the current situation.
- Council's Road Safety Officers conduct presentations on road safety issues each year at Bilgola Public School during the Kindergarten Orientation. Items covered include use of the P2 Minute Drop Off and Pickup Area, and explanation of the Road Rules with regards to No Stopping and parking over a driveway. Council encourages the use of public transport, walking to school or parking further away and walking to school.
- During the school year, articles to promote road safety and reducing congestion around schools are sent to the school for placement in their newsletters. A new School Zones – They Keep Our Children Safe brochure was also made available to parents and the school.
- Bilgola Plateau School should consider the introduction of staggered finish times, having a member of the school community (parents/carers/teachers) to assist with drop off/pickup, and investigate additional measures on-site to improve drop off and pickup. Residents believe that the school should do more to address the existing problem and these views are reflected in the comments received from the consultation.
- Parents and Bilgola Plateau Public School should encourage the use of public transport, carpooling, walking and cycling to school, and awareness of road safety around schools.
- Residents also need to be mindful of children crossing driveways especially during the school drop off and pickup times. Long term parking of vehicles should therefore be on the private property and residents should better utilise garages and existing driveways for off-street parking where possible.

PROPOSAL

Council has undertaken a review of the location and consulted on a proposal to introduce sections of 'P5 minute Drop off and Pickup Area 8:00am – 9:30am and 2:30pm – 4:00pm School Days' restrictions on both sides of the road within the designated School Zone. The proposal will ease waiting periods outside the school and improve vehicle turnover during the School Zone operational hours by providing an additional 20 car park spaces for drop-off/pickup.

CONSULTATION

- Consultation letters have been distributed to 46 properties within the immediate vicinity of the location providing notification of the proposed changes. Council also advised the Bilgola Plateau Public School of the proposal who have indicated their support for the changes. The responses are noted in Attachment 2 – Table of Consultation
- A total of 15 written submissions were received within the consultation area with all respondents objecting to the proposed 'P5 Minute Drop off and Pickup' areas. Council also notes the receipt of a petition of 61 signatures from 44 households, with a number of the properties located outside the consultation area. The petition objected to the proposed 'P5 Minute Drop off and Pickup' areas on both sides of the road affecting 20 car park spaces.
- The majority of the objections from the written submissions were from residents on the eastern side of Plateau Road. These properties are located on the low side of the road and have a low level skew driveway profile. The residents expressed concerns regarding children crossing the driveways and visibility issues while exiting their property. A number of the residents suggested that the 'Drop off and Pickup' area should only be located on the opposite side of the road, where there is better visibility for vehicles exiting the driveway on the high side of the road.
- Council has noted some of the residents comments and further reviewed the issues and parking demand and recommends that the proposal be amended to minimise the overall impact of the new 'Drop Off and Pickup' area. The morning school drop off period extends over a longer

period depending on each parent/student individual schedule and circumstance. However, the afternoon pickup period is more congested due to pickups occurring over a concentrated period around the school finish time. There is therefore a greater need to provide additional 'Drop Off and Pickup' areas during this period to reduce congestion from vehicles queuing to use the existing limited 'Drop Off and Pickup' area. Restricting the 'Drop Off and Pickup' area to the school side would remove the need to cross the road improving safety as well as traffic flow in the area.

- It is recommended that provisions for a P5 Minute Drop Off and Pickup area only be provided on the western side of the road during the afternoon peak pickup period 15 minutes before and after the 3:00pm school finish time. This proposal will provide an additional 8 spaces for pickup in the afternoon and improve vehicle turnover and overall traffic safety.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of 'P5 minute Drop off and Pickup Area 2:45pm - 3:15pm School Days' restrictions on the western side of Plateau Road, Bilgola Plateau, from the start of the School Zone outside No.160 to the property boundary of No.152 and the Bilgola Plateau Public School.






	PROPOSAL		 northern beaches council
	PLATEAU ROAD, BILGOLA PLATEAU P5 MINUTE DROP OFF AND PICKUP AREA		
	Drawn RK	Approved 	

Table of Consultation

Address	Plateau Road, Bilgola Plateau
Proposal	P5 Minute Drop Off and Pickup Area'

Properties Consulted	46
Responses Received	15
Support	
Do Not Support	15

*A separate petition of 61 signatures from 44 households (some located outside the consultation area), was received objecting to the proposed 'P5 Minute Dropoff and Pickup' areas.

Issue	Resident Comment	Council Response
Proposed 'Drop Off and Pickup' areas	<ul style="list-style-type: none"> - Students should only be delivered and picked up from the school side (western) of Plateau Road for safety reasons. - Offering Kiss drop zones on both sides of the street will create queued traffic in both directions resulting in a complete bottle neck and no way of getting in or out of the area. - Safety concerns regarding the 'Dropoff and Pickup' area located between No.167 and 171, due to bend in the road and pedestrians crossing at this location - Concerns regarding the 'Dropoff and Pickup' area located between No.179 and 183, due to steep driveways which restricts visibility for resident entering/exiting their property 	Council will amend the proposal so that the additional 'Dropoff and Pickup' areas are located on the western side of Plateau Road (high side)
Proposed 'Drop Off and Pickup' operation times	- The 'Dropoff and Pickup' time peak hour is at best a half hour event - not a one and a half hour event	- Council will amend the proposal so that the new 'Dropoff and Pickup' area operates between '2.45PM-3.15PM SCHOOL DAYS'
Proposed 'P5 Minute Drop Off and Pickup' restrictions	- Why are P5 minute restrictions proposed instead of P2 Minute for the new 'Dropoff and Pickup' area?	- Extended timed restrictions apply to the new 'Dropoff and Pickup' area as it is located further away from the main School entrance, providing additional walking times to these locations if required
Parking demand	- As a resident it is becoming harder to obtain street parking, and I believe the parking restrictions proposed will make it even more difficult to obtain parking within close proximity to my residence.	- Council will amend the proposal to minimise the overall impact of the new 'Drop Off and Pickup' area. The proposed times will cater only for the peak afternoon pickup period, which facilitates overnight parking, and the length of the restrictions will be reduced and apply only to the School side of the road.

Issue	Resident Comment	Council Response
Parking for residents	<ul style="list-style-type: none"> - Most households have 2 or more cars and rely on street parking. - Should provide Resident Parking Permits 	<ul style="list-style-type: none"> - Parking for private vehicles remains the responsibility of the property owners. Long term parking of vehicles should be on the private property, and residents should better utilise garages and existing driveways for off-street parking. - Resident parking schemes can only be approved by the RMS, and the situation in Plateau Road does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could construct parking spaces on their private property, and there is on-street parking available near their residence.
Illegal parking	<ul style="list-style-type: none"> - Parents continue to park in driveways to drop off their children - Parents overstaying and parking in 'Dropoff and Pickup' areas beyond the specified times. 	<ul style="list-style-type: none"> - Council's Rangers to undertake additional patrols during the afternoon School dropoff period
Suggestions and recommendations for Bilgola Plateau Public School	<ul style="list-style-type: none"> - Introduce staggered finish times, especially earlier times for Kindergarten and junior classes, to reduce the congestion during the peak time and distribute the flow of traffic over a longer period. - Have a member of the School community (parents/carers/teachers) to assist with dropoff/pickup to ease queuing and improve vehicle turnover. The School should reconfigure the off-street parking and driveway to facilitate dropoff and pickup on site 	<ul style="list-style-type: none"> - Suggestions to be forwarded to Bilgola Plateau Public School for consideration and action
Suggestions to parents	<ul style="list-style-type: none"> - Parents deliver only 1 or 2 children in their large 4WD's - Encourage parents and children to walk to School 	<ul style="list-style-type: none"> - Parents should consider car pooling with friends and neighbours when possible to ease congestion and parking demand during School dropoff/pickup - If possible parents and children should consider walking and cycling to School to improve physical activity. Parents should also park further along Plateau Road or in nearby streets when existing 'Drop off Pickup Areas' are occupied so as not to obstruct the traffic lane

Issue	Resident Comment	Council Response
Suggestions to parents	- Concerns with children crossing driveways	- Parents should remind children when using the footpath to watch for cars and take care when crossing driveways.
Other suggestions	<p>- Use the currently unused school frontage for the 'Dropoff and Pickup' area</p> <p>- Provide education to Schools and parents on road safety</p> <p>- Reassess current school bus services to ensure that they are effective in the areas that they service</p> <p>- Divert some Keoride vehicles from designated pick up points for an hour twice a day</p> <p>- Promote the existing access path connecting to Loblay Crescent as an alternative location for dropoff/pickup.</p>	<p>- 'No Stopping' restrictions have been installed along this section of road to maintain clear traffic lanes in both directions. It is not possible to convert this section of road to a 'Drop Off and Pickup Area', as this would block traffic flow in the northbound direction.</p> <p>- Council's Road Safety Officers conduct presentations on road safety issues each year during the Kindergarten Orientation. Items covered include use of the 'P2 Minute Drop Off and Pickup Area', and explanation of the Road Rules with to 'No Stopping', parking over a driveway. Council encourages the use of public transport, walking to school or parking further away and walking to school.</p> <p>- Articles to promote road safety and reducing congestion around schools are sent to the school for placement in their newsletters. A new 'School Zones – They keep our children safe' brochure was also made available to parents and the School.</p> <p>- Suggestion to be forwarded to STA for consideration.</p> <p>- The Keoride service on The Northern Beaches is part of The NSW Government's on Demand Public Transport Pilot Program and not able to be redeployed to assist in school travel options.</p> <p>- Council and the Bilgola Plateau School to further investigate opportunities to upgrade the path</p>

ITEM 4.11	SOMERVILLE PLACE, MANLY VALE - ONE WAY TRAFFIC FLOW
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/085726
ATTACHMENTS	1 Somerville Place, Manly Vale - Plan

GEOCODES: -33.783314, 151.266880

REPORT

BACKGROUND

Council has recently had a review of parking and traffic completed for the Balgowlah and Manly Vale Industrial and Commercial Areas. One of the recommended actions is to introduce One Way traffic flow in Somerville Place, Manly Vale, between King Street and Sunshine Street.

LOCATION

Somerville Place is a lane running north south parallel to and to the west of Condamine Street. It is a local road carrying low volumes of local traffic and provides rear lane access to commercial premises fronting Condamine Street. The lane is of variable width but has a constructed width of approximately 3.7m over most of its length between King Street and Sunshine Street.

ISSUES

- The 3.7m width of the lane is insufficient for two vehicles to pass each other
- At some points opposing vehicles can pass by pulling over onto private property, at others this is not possible.
- The St. Keiran's Catholic Primary School is sited immediately to the north of King Street and students walk to and from school along the lane which has no footpath. Pedestrians currently have nowhere to go if two vehicles are approaching from opposing directions.
- There is a signalised intersection at the King Street/Condamine Street intersection which allows for traffic to turn right into King Street to enter Somerville Place from the north.
- A median blocks right turn access into Sunshine Street from Condamine Street.
- Traffic counts undertaken at the intersection of Somerville Place and King Street have revealed am and pm peak volumes in Somerville Place of 30 vehicles/hr and 44 vehicles/hour respectively. Counts also reveal that most of this traffic travels in a southbound direction along the lane.
- A TMP regarding the change has been prepared and submitted to RMS. The Traffic Management delegations require RMS approval of the change.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce One Way traffic flow in Somerville Place in a southbound direction. The southbound direction has been chosen as the signalised intersection at King Street/Condamine Street facilitates right turns into King Street thereby access from the north or south via Condamine Street to Somerville Place. Traffic counts also reveal that most traffic already uses Somerville Place in a southbound direction.




CONSULTATION

Consultation letters have been distributed to 41 properties within the immediate vicinity of the location providing notification of the proposed changes. No concerns have been raised with the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of One Way southbound traffic flow in Somerville Place, Manly Vale, between King Street and Sunshine Street.



	PROPOSAL		 northern beaches council
	Somerville Place, Manly Vale One Way Southbound		
	Drawn JB	Approved 	

ITEM 4.12	DEVITT ST / PITTWATER ROAD INTERSECTION, NARRABEEN - LEFT TURN ONLY
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/089025
ATTACHMENTS	1 Devitt St / Pittwater Rd, Narrabeen - Plan 2 Table of Consultation 3 Traffic Management Plan (TMP)

GEOCODES: -33.719778, 151.297903

REPORT

BACKGROUND

Council has received safety concerns at the intersection of Devitt Street and Pittwater Road, Narrabeen. They mentioned that finding a suitable gap for a right turn is very difficult at the intersection because of heavy traffic flow and it creates potential hazards. Police also acknowledge and reported risky conditions of the intersection. Council has been in discussions with the Roads and Maritime Services (RMS) on the best way to manage this intersection for several months.

An investigation into the crash history data provided to us from the RMS Transport Data Centre indicates that there have been three recorded right turn related accidents in the last five years on the intersection, hence, it is an accident prone street requiring treatment. Furthermore, residents mentioned there are unreported accidents and near misses at the intersection.

LOCATION

- Pittwater Road is a state road with the posted speed limit of 60km/h and Devitt Street is a local road with the posted speed limit of 50km/h. However, during school times both streets' speed limit is 40km/h.
- Devitt street is a one lane each way with a width of 9m and Pittwater road is 3 lanes each way with a combined traffic width of 18m.
- Devitt Street and Pittwater Road forms an un-signalised intersection.
- Pittwater is a bus route for the B-line, 151, 185, 188, 199, E60, E83, E85 and school bus services which run approximately every 5 minutes in each direction.
- Narrabeen Lakes Primary School, Bunnings and some other shops are nearby.

ISSUES

- Road users making a right turn from Devitt Street into Pittwater Road have difficulties finding a safe gap and face potential risks.
- Right turners who are waiting at Devitt Street create long queues and impact on traffic flow and school zone operation.
- Three recorded right turn related accidents in the last five years.
- Unreported accidents and near misses mentioned by residents and businesses.

PROPOSAL

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

- Installation of Left Turn Only sign and associated pavement markings at Devitt Street. Maintain the existing Giveway sign.

- Installation of Painted Median Island to delineate vehicles safely.
- Repaint the existing Transverse Lines (TB and TB1).
- Maintain the Pedestrians / Cyclists warning signs. Remove the existing No Parking Left and Right sign and install No Stopping Right and No Parking Left signs on the northern side of Devitt Street.
- Replace the existing No Parking Left sign with No Stopping Left sign on the southern side of Devitt Street.

The right turners or motorists wanting to cross Pittwater Road from Devitt Street have a safe alternative route. They may turn left at Pittwater Road north and then in a short distance they can safely turn right at the signalised intersection onto Robertson Street. Then turn right onto Ocean Street south and then turn onto Devitt Street or turn onto Pittwater Road south from the signalised intersection of Ocean Street /Pittwater Road.

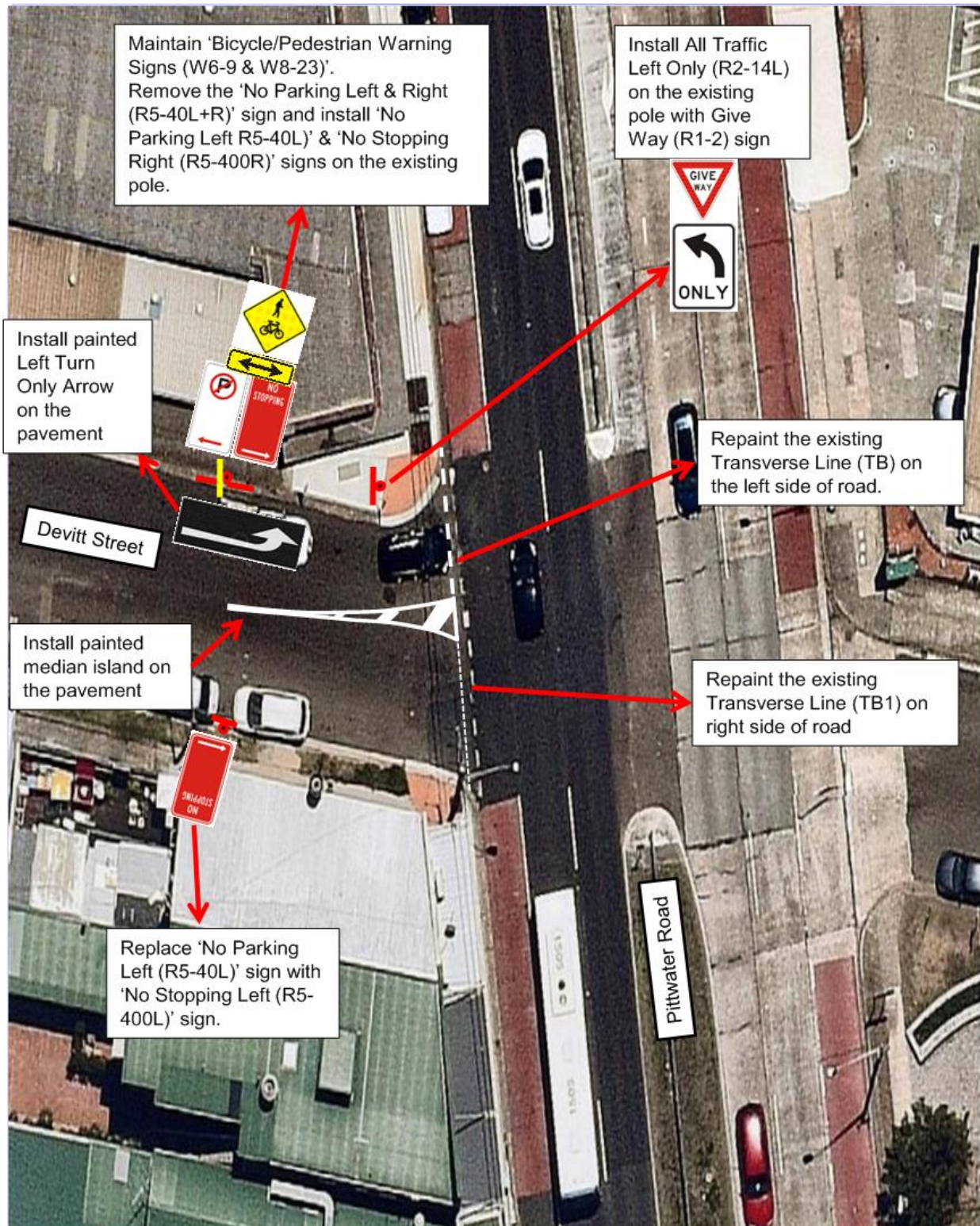
CONSULTATION

Consultation letters have been distributed to 132 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 Left Turn Only sign and associated pavement markings at Devitt Street, Narrabeen.
 - B. Installation of Painted Median Island to delineate vehicles safely.
 - C. Repainting of the existing Transverse Lines (TB and TB1).
 - D. Maintaining of the Pedestrians / Cyclists warning signs, the removal of the existing No Parking Left and Right sign and installation of No Stopping Right and No Parking Left signs on the northern side of Devitt Street.
 - E. Replacement of the existing No Parking Left sign with No Stopping Left sign on the southern side of Devitt Street.
-



PROPOSAL



Devitt Street & Pittwater Road, Narrabeen
Left Turn Only

Drawn AS

Approved




northern
beaches
council

Table of Consultation

Address	<u>Devitt St / Pittwater Rd, Narrabeen</u>
Proposal	<u>Left Turn Only</u>

Properties Consulted	132
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Does not want centre double barrier BB line	Will improve safer traffic flow, but does not want the centre line as it will result in loss of parking spot	Devitt street, Narrabeen is 9m near the intersection of Pittwater Road, Narrabeen. We are reinstating the existing parking restrictions near intersection. No additional parking is lost due to these changes.

Northern Beaches Council
Traffic Management Plan
‘Left Turn Only’ – Devitt Street at Pittwater Road, Narrabeen

Prepared by: Patrick Bastawrous

PWZTMP: 0034451303

Exp.: 30/09/19

BACKGROUND

This Traffic Management Plan has been prepared on behalf of Northern Beaches Council to accompany a Traffic Committee Report addressing concerns regarding unsafe intersection movements.

Residents raised safety concerns at the intersection of Devitt Street & Pittwater Road, Narrabeen. They mentioned that finding suitable gap for right turn is very difficult at the intersection because of heavy traffic flow and it creates potential hazards. Police also acknowledge and reported risky condition of the intersection. Council has been in discussions with RMS on the best way to manage this intersection for several months.

PROPOSAL

The proposal is to ban right turn movements at the intersection of Devitt Street and Pittwater Road, Narrabeen.

Below is an indication of the intended signage to be installed to restrict the right turn movement by only permitting a left turn for motorists travelling eastbound along Devitt Street, approaching Pittwater Road.



Image 1: Proposed Turn Restrictions

The following route plan illustrates the likely path of travel in the instance the restriction is adopted by the necessary stakeholders.

The proposal would have vehicles travel as follows:

- east along Devitt Street,
- north along Pittwater Road,
- east along Robertson Street,
- south along Ocean Street, and
- south onto Pittwater Road.

The new route is anticipated to detour vehicles approximately 400m. Based on the available speeds along the detour route, the expected additional trip time is less than 1 minute, based on an average speed of 60km/h.

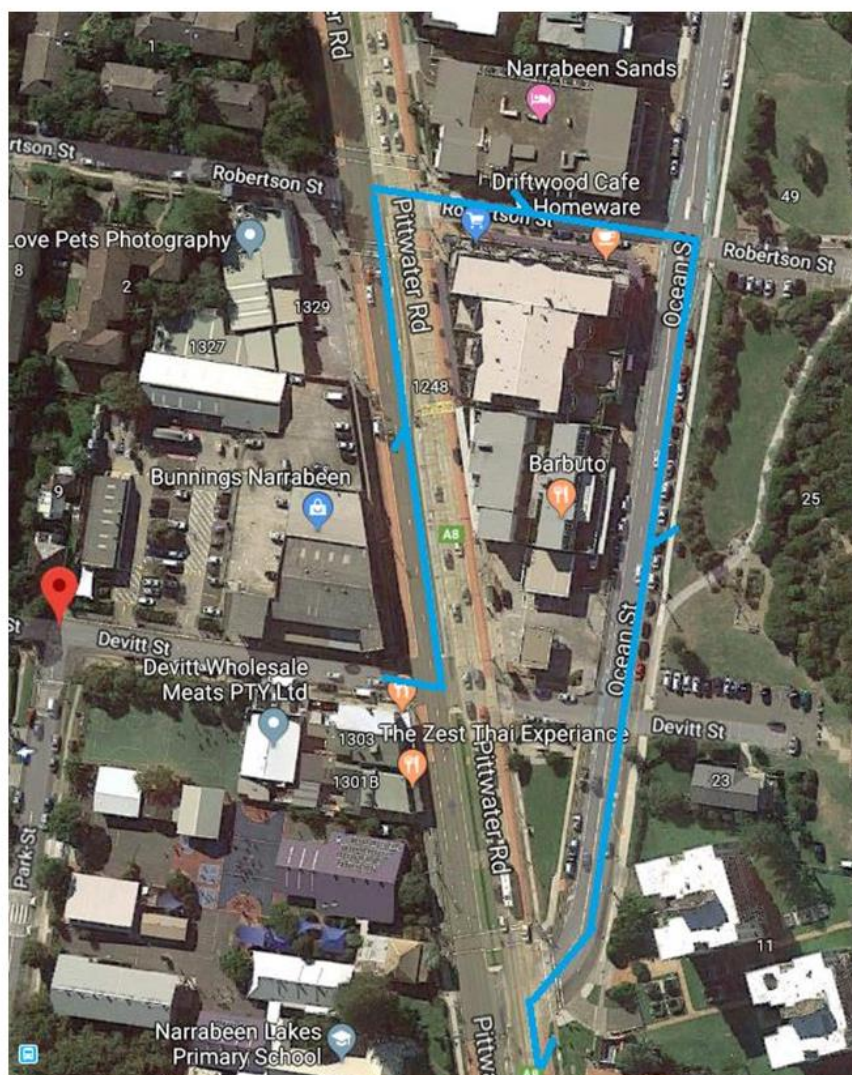


Image 2: Detour Route**IMPACTS****Parking:**

There are no changes to parking arrangements to accommodate this proposal.

Traffic:

The traffic volumes exiting Devitt Street, west of Pittwater Road, are relatively minor. The additional vehicles expected to utilize Robertson Street and Ocean Street would be deemed negligible in terms of impact on the network efficiency.

Public Transport:

There is no impact on Public Transport.

CONCLUSION

Based on the above, there is no major impact to network efficiency. The proposal seeks to improve the safety of drivers by preventing right hand turns, and as such, does not impair any other road user.

ITEM 4.13	MAXWELL PARADE, FRENCHS FOREST - TRAFFIC CALMING DEVICES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/086400
ATTACHMENTS	1 Maxwell Parade - Plan 2 Table of Consultation 3 Maxwell Parade, Frenchs Forest - Traffic Count 4 Detailed Design - Two-lane Angled Slow Point 5 Detailed Design - Intersection Treatment

GEOCODES: -33.755907, 151.222675

REPORT

BACKGROUND

Council has received concerns from local residents regarding speeding and safety on Maxwell Parade, Frenchs Forest, particularly during the morning and afternoon peak hours.

During 2009, the provision of a "Slow" Traffic Scheme for this area of Maxwell Parade was approved by the former Warringah Council Local Traffic Committee and listed in the Future Works Ledger as Priority 4 – Desirable. Accordingly, Council has investigated the traffic conditions around this area and consulted with the residents proposing construction of traffic calming devices on Maxwell Parade, these devices were included in the agenda of Northern Beaches Local Traffic Committee Meeting on 5 February 2019. Based on the feedback received from residents, Council is proposing to install a Two-Lane Angled Slow Point in front of 9 Maxwell Parade and an intersection treatment at the intersection with Currie Road as an initial stage of the project and included in the Traffic Facilities Program for 2018/19.

LOCATION

- Maxwell Parade is a Local road in the Sydney Road Hierarchy Plan and has a carriageway of approximately 10m between kerbs.
- Maxwell Parade runs between Warringah Road and Currie Road and is approximately 550m long. Kerb side parking is permitted on both sides of the road.
- There is a concrete island provided in Maxwell Parade at Warringah Road intersection and double center-line makings are provided at both ends of the street and on the crest near Milton Place.

ISSUES

- A traffic volume and speed survey was carried out on Maxwell Parade between Milton Place and Rhonda Avenue during a week in November 2018 to give a good representation of traffic movements in the area. A summary of the results is as follows:

	Weekly Speed	85 th %	Five Day Average Daily Traffic	Seven Day Average Daily Traffic
Bidirectional	55 km/hr		2318 veh/day	2051 veh/day

Northbound	54 km/hr	1203 veh/day	1056 veh/day
Southbound	56 km/hr	1115 veh/day	995 veh/day

- The results of traffic volume and speed survey indicates that 85th percentile speed along Maxwell Parade exceeds the 50 km/hr speed limit (i.e. 55 km/hr) and the northbound movement is higher than the southbound movement.
- In order to provide better amenity and road safety for the residents along Maxwell Parade, a traffic calming scheme has been developed for the area. The aim of the scheme is to create a road environment that would reduce vehicular speed and improve residential amenities.
- Most of the issues were raised by the community during the consultation period which are included in Attachment 2 – Table of Consultation.
- During 2009, the proposal was to install raised thresholds in Maxwell Parade. Two speed humps were replaced by a two-lane angled slow point prior to the consultation with the community last year as the raised thresholds are a nuisance to the community. Based on the feedback we received from residents in November 2018, Council is just proposing a Two-Lane Angled Slow Point and an intersection treatment as an initial stage of the project.

PROPOSAL

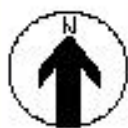
Council has undertaken a review of the location and issues and proposes to install a Two-Lane Angled Slow Point and an intersection treatment as an initial stage of the project.

CONSULTATION

Consultation letters have been distributed to 67 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 detailed design and construction of a Two-Lane Angled Slow Point in front of 9 Maxwell Parade, Frenchs Forest, and intersection treatment at the intersection with Currie Road, Frenchs Forest.



PROPOSAL

Maxwell Parade, Frenchs Forest Traffic Calming Devices

Drawn SP

Approver 

ISM No.



northern
beaches
council

Table of Consultation

Properties Consulted	67
Responses Received	13
Support	9
Do Not Support	4

Council consulted for 6 traffic calming devices along the Maxwell Parade but plan has been amended proposing just a Two-Lane Angled Slow Point and an intersection treatment as an initial stage of the project.

Issue	Resident Comment	Council Response
A letter inviting comment on the proposal of three speed humps, two angled slow point and two perimeter threshold treatment was delivered to residents of Maxwell Parade.	Most of the responses were against the speed humps as this creates excessive noise. Some residents also concerned about the parking loss from two lanes angled slow point. Some residents think that the number of the devices installed on the road is excessive.	Council will install a Two-Lane Angled Slow Point and an intersection treatment as an initial stage of this project. Traffic count will be undertaken after the six months of installation to review the traffic condition along the Maxwell Parade.
Manoeuvre of heavy vehicles and buses through angled slow point	Residents were concerned about how the heavy vehicles and buses will negotiate through the angled slow point and impacts on traffic flow.	Council has completed a vehicle tracking with swept path analysis for bus and trucks. Size of device was adjusted as required. As the Maxwell Parade is a local road, traffic flow was not considered as a priority for this proposal.
Safety of pedestrians	During the consultation period, Council received a high number of responses requesting a footpath for at least one side of the road.	The construction of the footpath is already included in Council priorities list. It is expected to be constructed in the next financial year. All the residents will be notified prior to its installation.
Driveway Access	Residents were concerned about the access to their driveway due to the proposed slow angled point.	The driveway access from all the directions will be maintained and vehicles tracking was completed to confirm it.

CfEIT bob.white@cfeit.com (02) 9740 8600

One Page Summary

Count Number 6731

Lat/Long : S33 45.520 / E151 13.324

UBD 176 H-9

Street

MAXWELL PARADE, FORESTVILLE : Between CURRIE ROAD & WARRINGAH ROAD (bidirectional)

Location

Between Milton and Rhonda House No. 49 X 40 ELP FF48074

Start Date 06-NOV-18

Start Time 1600

Duration 7 DAYS

Interval 1 HOUR

Speed Limit 50

NORTH

SOUTH

COMBINED

Weekly 50th Percentile Speed

45

46

45

Weekly 85th Percentile Speed

54

56

55

Five Day AADT

1203

1115

2318

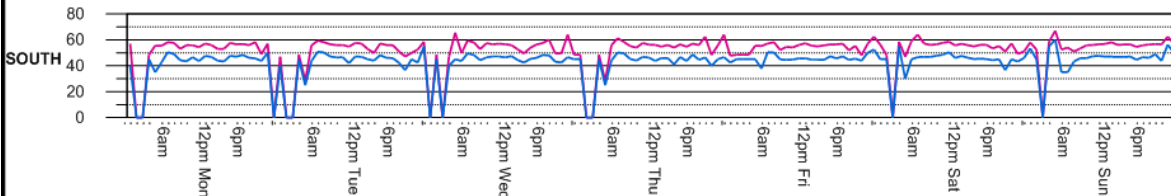
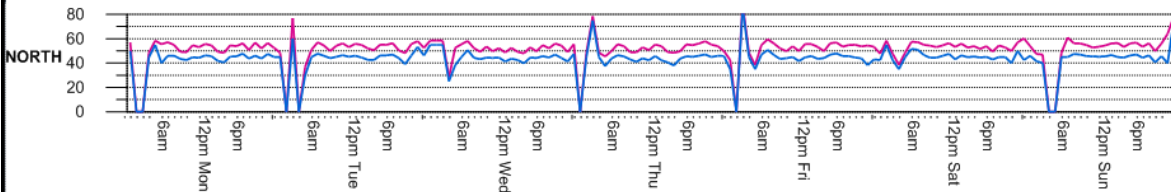
Seven Day AADT

1056

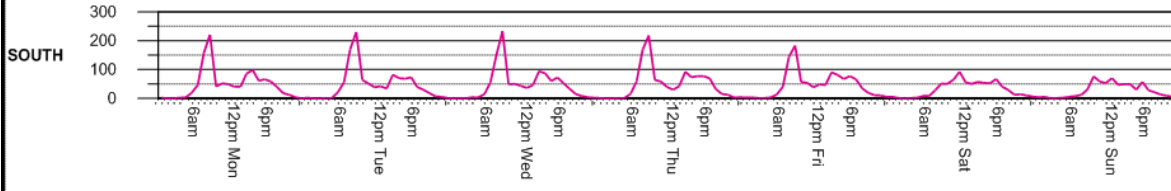
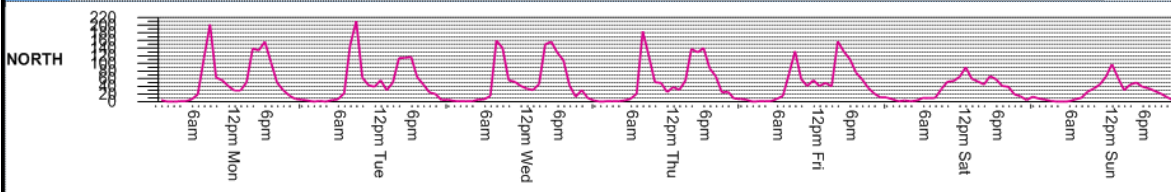
995

2051

	MON 12-NOV-18			TUE 06-NOV-18			WED 07-NOV-18			THU 08-NOV-18			FRI 09-NOV-18			SAT 10-NOV-18			SUN 11-NOV-18			SEVENDAY AVERAGE		
	NORTH	SOUTH	BIDir	NORTH	SOUTH	BIDir	NORTH	SOUTH	BIDir	NORTH	SOUTH	BIDir	NORTH	SOUTH	BIDir	NORTH	SOUTH	BIDir	NORTH	SOUTH	BIDir	NORTH	SOUTH	BIDir
85%ile	53.1	56.0	54.7	54.1	56.5	55.4	51.4	55.8	54.0	52.7	56.6	55.1	54.4	56.0	55.3	54.2	56.6	55.6	55.1	56.3	55.8	53.6	56.3	55.1
50%ile	44.5	45.9	45.1	45.1	46.7	45.8	43.8	45.8	44.7	43.9	46.2	44.9	45.1	46.0	45.5	45.0	46.5	45.7	45.6	46.5	46.0	44.7	46.2	45.4
> 60 k	20	39	59	22	45	67	15	48	63	27	63	90	26	45	71	14	37	51	19	21	40	20.43	42.57	63
%age	1.6	3.5	2.5	1.9	4.1	2.9	1.2	4.3	2.7	2.2	5.5	3.8	2.3	4.1	3.2	1.9	4.9	3.4	3.0	3.3	3.2	2.0	4.2	3.1
> 70 k	3	2	5	3	5	8	0	6	6	1	7	8	6	7	13	0	3	3	3	2	5	2.286	4.571	6.857
%age	.2	.2	.2	.3	.5	.3	.0	.5	.3	.1	.6	.3	.5	.6	.6	.0	.4	.2	.5	.3	.4	.2	.4	.3



Short %	97.9	96.1	97.0	96.5	95.8	96.2	98.4	96.5	97.5	98.0	95.7	96.9	98.0	96.3	97.1	98.8	98.8	98.8	99.4	99.1	99.2	98.0	96.6	97.3
Med %	2.0	3.6	2.7	3.3	3.9	3.6	1.6	3.3	2.4	1.7	3.7	2.7	1.9	3.6	2.7	1.2	1.2	1.2	.5	.9	.7	1.9	3.1	2.5
Long %	.2	.4	.3	.2	.3	.2	.0	.2	.1	.3	.5	.4	.1	.2	.1	.0	.0	.0	.2	.0	.1	.1	.2	.2
AM Pk Vo	202	221	423	211	230	441	160	233	373	184	218	353	132	183	315	65	92	157	65	76	118	146	179	311
PM Pk Vo	157	98	237	117	82	190	157	94	237	140	92	217	158	90	239	90	67	145	98	70	168	131	85	205
7-7pm	1117	970	2087	1050	961	2011	1102	973	2075	1047	1008	2055	966	951	1917	628	661	1289	539	560	1099	921	869	1790
24Hr Tot	1256	1115	2371	1185	1103	2288	1230	1111	2341	1212	1151	2363	1133	1095	2228	750	757	1507	627	635	1262	1056	995	2051
Class 0	26	31	57	25	38	63	15	23	38	25	32	57	24	19	43	17	15	32	14	12	26	21	24	45
Class 1	1200	1036	2236	1114	1013	2127	1192	1047	2239	1159	1066	2225	1083	1029	2112	720	724	1444	605	613	1218	1010	933	1943
Class 2	3	4	7	5	6	11	3	2	5	4	4	8	3	6	9	4	9	13	4	4	8	4	5	9
Class 3	23	34	57	38	41	79	20	35	55	18	36	54	20	39	59	8	8	16	3	6	9	19	28	47
Class 4	2	3	5	0	2	2	0	2	2	2	6	8	2	0	2	0	0	0	0	0	0	1	2	3
Class 5	0	3	3	1	0	1	0	0	0	0	1	1	0	0	0	1	1	2	0	0	0	1	1	1
Class 6	1	0	1	0	0	0	0	0	0	2	2	4	1	1	2	0	0	0	0	1	1	1	1	1
Class 7	0	3	3	0	0	0	0	0	2	2	1	3	4	0	1	1	0	0	0	0	0	0	1	1
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	1	1	2	2	1	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	1	1	1
Class 10	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0







ITEM 4.14	PARK STREET AND KEENAN STREET, MONA VALE - PEDESTRIAN REFUGE AND INTERSECTION UPGRADE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/085797
ATTACHMENTS	1 Park Street and Keenan Street, Mona Vale - Plan

GEOCODES: -33.674735, 151.302528

REPORT

BACKGROUND

Council has received requests from the community to improve pedestrian access and safety at the intersection of Park Street and Keenan Street, Mona Vale.

LOCATION

- The section of Park Street, west of Pittwater Road, is a local road with a default 50km/h speed limit. The road width varies from 12m (east of Keenan Street) to 10.5m (west of Keenan Street) either side of the intersection.
- Keenan Street is a local road which intersects Park Street as the stem of a 'T' intersection. The road width is approximately 12m between kerbs. The section of Keenan Street 75m south of Park Street lies within a designated School Zone, with a reduced 40km/h speed limit between 8:00am-9:30am and 2:30pm-4:00pm on School days.
- Existing No Stopping signs prevent parking in the immediate vicinity of the intersection, except on the northern side of Park Street which is unrestricted, allowing parallel parking for three vehicles.
- Health Space Clinics and the Pittwater Family Practice are located at No.1791 and 1793 Pittwater Road, with access to off-street parking from Park Street.
- Woolworths is located on the eastern side of Keenan Street. The entrance and exit to the covered car park is located approximately 40m south of Park Street, and the loading dock for deliveries is located approximately 100m from the intersection.
- The Sacred Heart Church is located on the western corner of Park Street and Keenan Street, and the Sacred Heart Catholic Primary School and main entrance to the school is located further south along Keenan Street where there is an existing marked pedestrian crossing.
- Only school bus services operate along Keenan Street and there is a Bus Zone on the western side of the road fronting the school, which applies from 8:00am - 9:00am and 2:30pm – 3:30pm during school days.

ISSUES

- Residents have raised concerns regarding difficulties crossing the road at the intersection of Park Street and Keenan Street, requesting a marked pedestrian crossing at this location.
- Marked pedestrian crossings can only be considered if they meet the specified Roads and Maritime Services (RMS) guidelines and warrant criteria for traffic and pedestrian volumes.
- There are insufficient pedestrians crossing at this location to meet the RMS warrants, and pedestrian refuges may be considered where marked crossings cannot be provided.
- All delivery vehicles servicing Woolworths are required, as a condition of the Development Consent, to access and leave the loading dock in Keenan Street via Park Street to Pittwater Road.

- It is not possible to provide a pedestrian refuge on the eastern side of the intersection as the facility would obstruct the turning path of Woolworth's freight trucks and affect access and existing services.

PROPOSAL

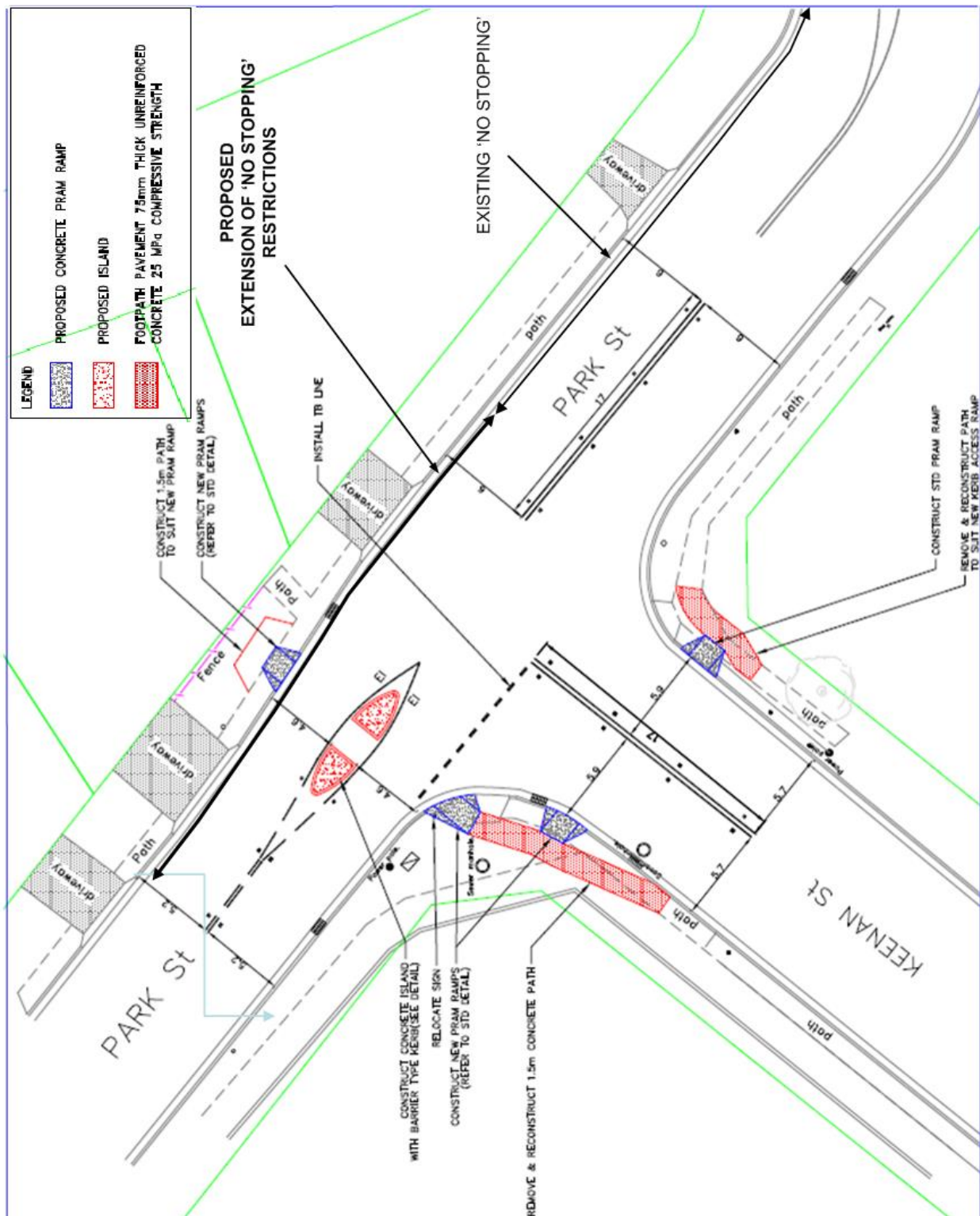
- Council has undertaken a review of the location and issues and proposes to construct a pedestrian refuge on the western side of the Park Street/Keenan Street intersection. Additional works will include linemarking to reinforce traffic priorities and delineation at the intersection, and improved kerb ramp configuration and upgrades.
- The proposal would require the removal of three unrestricted parallel parking spaces on the northern side of Park Street to enable the construction of the pedestrian refuge and maintain a clear traffic lane through the intersection.
- It is recommended that the proposal be implemented as the pedestrian refuge would assist pedestrians to cross in two stages, when there is a safe gap in traffic, and have a traffic calming effect by narrowing the roadway on the approach.

CONSULTATION

Consultation letters have been distributed to 8 properties within the immediate vicinity of the location providing notification of the proposed changes, and no responses were received. Council also advised the Mona Vale Chamber of Commerce of the proposal who have indicated their support for the changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the construction of a pedestrian refuge and upgrades at the intersection of Park Street and Keenan Street, Mona Vale.



PROPOSAL

Park Street & Keenan Street, Mona Vale
Pedestrian Refuge and Intersection Upgrade

Drawn RK

Approved *P. Devo*



northern
beaches
council

ITEM 4.15	EVENT: THE DROP FESTIVAL 2019 – KIERLE PARK, MANLY
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/102067
ATTACHMENTS	1 The Drop Festival 2019 - Traffic Management Plan 2 The Drop Festival 2019 - Transport Messaging

GEOCODES: - 33.784965, 151.280778

REPORT

BACKGROUND

Council has been approached by the Event Managers of The Drop Festival 2019 who are aiming to hold their event at Keirle Park, Manly.

The event is a national touring festival that follows the waves, celebrates local music, endorses the quintessential Australian road trip and encourages a lifestyle of good food, beautiful natural surrounds, art and culture.

As part of the process, Council is to review and approve the Traffic Management Plan (TMP) which is to be implemented during the course of the event.

The submitted TMP document aims to provide a plan for effective traffic management for the operation of the event and will cover the event site during bump in, event operations and bump out phases.

Within the document the traffic control measures are unique for the scope of the event. The overall aim is to ensure the safety of patrons entering and leaving the event site by managing the traffic flow throughout the precinct as/when required.

LOCATION

The event is anticipated to be held at Keirle Park, Manly.

ISSUES

- This event is for all ages
- The event is to occur on Saturday 23 March 2019 as a one day event
- The event will commence at 3:00pm and is expected to be concluded by 10:00pm that same day
- The event will cater for up to 10,000 attendees
- The local area is mostly signposted as a residential parking scheme limiting the available parking duration to 2 hours, generally, for all users other than residents.
- The bump-in is anticipated to occur on 19 March through to 23 March 2019.
- The bump-out is expected to occur from 24 to 26 March 2019.
- The applicant has obtained approval to utilise the car parks associated with two of the local schools. This will accommodate parking for approximately 400 vehicles.
- The event organisers have prepared a Transport Information Package to be distributed to all event attendees. This will promote the use of public transport to and from the event.

PROPOSAL

Council has undertaken a review of the location and issues and proposes that the Traffic Management Plan is suitable for implementation during the course of the event, subject to conditions:

- Truck movements associated with the Bump-In/Bump-Out are to be restricted between 9:30am and 3:30pm.
- A list of any issues during the course of the event be noted and submitted to Council for their reference. This is to be submitted to Council upon completion of the Bump-Out process.

CONSULTATION

Consultation is not required as part of the process. Notifications to residents and patrons have been prepared by the applicant for Council concurrence.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the implementation of the Traffic Management Plan subject to the following conditions:

- A. Truck movements associated with the Bump-In/Bump-Out are to be restricted between 9:30am and 3:30pm.
 - B. A list of any issues during the course of the event be noted and submitted to Council for their reference. This is to be submitted to Council upon completion of the Bump-Out process.
-

THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan



**MANLY
TRAFFIC MANAGEMENT PLAN**

EVENT LOCATION:
KEIRLE PARK
PITTWATER ROAD, MANLY

23rd March 2019

THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

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THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

1. Summary

A national touring festival that follows the waves, celebrates local music, endorses the quintessential Australian road trip and encourages a lifestyle of good food, beautiful natural surrounds, art and culture all to be enjoyed with your favourite people.

This document aims to provide a plan for effective traffic management for the operation of the event and will cover the event site during bump in, event operations and bump out phases of the operation and based on feedback from the various stakeholders.

Within the document the Traffic control measures are unique for the scope of the event and should not be directly applied to any other event within the precinct whether they appear rationally suitable or not.

The overall aim is to ensure safety of patron entering and leaving the event site by managing the traffic flow throughout the precinct as/when required.

2. Scope

This plan addresses traffic management for the proposed event only and the document has been prepared following consultation and assessments from the respective stakeholders listed in section 18 of this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary signs and safety barriers.

Where possible we have minimised road closures to maintain traffic flow around the external of the site during the liver event.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plans

This document should be read in conjunction with the following:
RMS Guide to Transport & Management for Special Events v3.5
RMS Traffic Control at Worksites Manual v5.0

3. Distribution

Relevant section of the TMP will be distributed to various agencies throughout the consultation period in the form of PDF to assist with both version & document control.

The final version of the document will be distributed in Full & Part to the relevant agencies in electronic format once the relevant approvals have been obtained from the required authorities.

4. Traffic Control Plans (TCP)

During the event Traffic safety will be managed by the implementation of specifically tailored TCP's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the RMS Guide to Traffic and Transport Management for Special Events.

In the risk management context, the Special Events Guide reads that a TCP can be seen as a Risk Management Plan for traffic, however a TCP shall not be seen as an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TCP's implement various short-term road closures to safely manage vehicular and pedestrian flow within the precinct.

THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

5. Objectives

The core objectives of this Traffic Management Plan are to:

- Ensure the safety of employees, contractors, the general public, pedestrians, cyclists and traffic,
- Keep traffic delays to a minimum,
- Maintain satisfactory property access where required,
- When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
- Minimise disturbance to the environment,
- Design temporary roadways and detours in accordance with RMS Road Design Guide and
- Meet the requirements of the RTA/RMS Traffic Control at Worksites Manual.

6. Management of the TMP

Traffic Plan Professionals Pty Ltd has warranted that it will provide the Traffic Control Plans, implementation and staffing on the event day at the present time.

Council and RMS require the people to be competent, experienced and qualified to carry out the Services.

7. Implementation

Traffic Management for sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans at this present time will be the responsibility of Traffic Plan Professionals Pty Ltd and shall be carried out by duly accredited persons whom hold a current RMS Yellow Card. The event organiser shall provide the equipment required for implementation of these TCP's.

8. Planning Strategies

Following preparation of the final draft plans, assessment and approval is required by the following:

1. Northern Beaches Council
2. The Drop Music Festival Pty Ltd
3. NSW Police – Manly LAC

9. Event Details

Type: All Ages Event
Date: Saturday 23rd March 2019
Time: 15:00 – 22:00hrs
Venue: Keirle Park, 277 Pittwater Road, Manly
Venue Type: Green Space
Event Capacity: 10,000

10. Bump In & Out

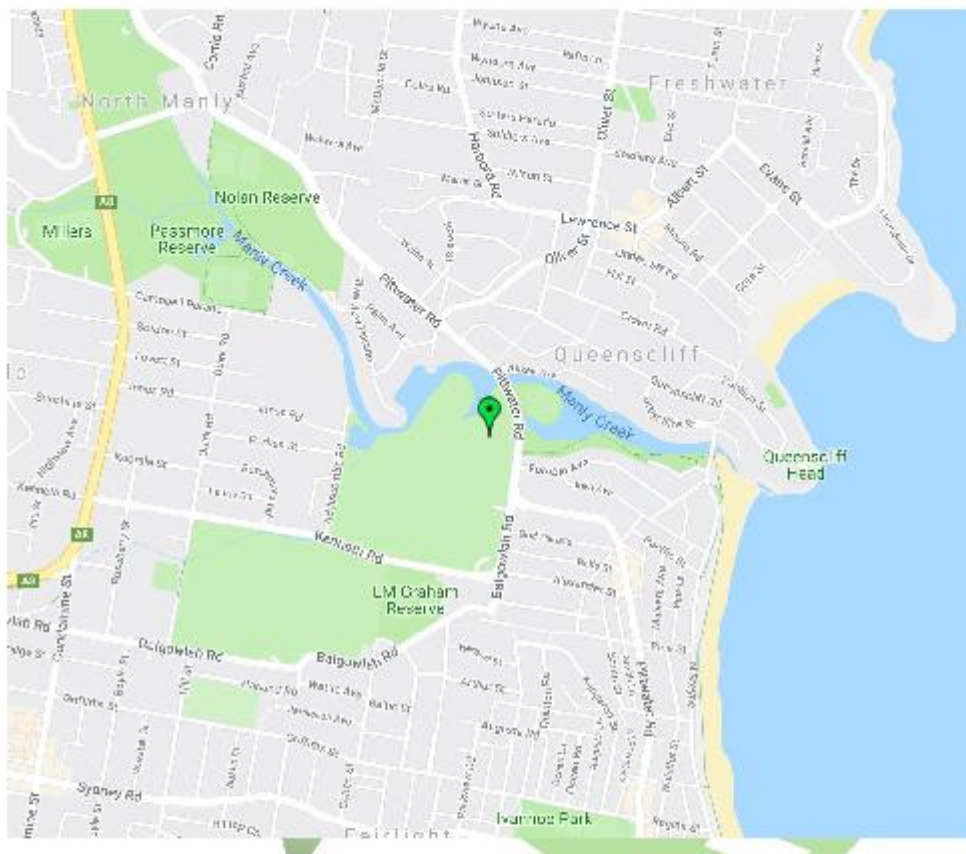
Bump in is scheduled from 19th March through to 23rd March 2019

Bump out is scheduled for 24th through to 26th March 2019.

THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

11. Location Map



12. Traffic Management

12.1 Ingress & Egress:

Entry Point:	Designated event entry – refer Site map provided by client separately
Exit Point:	Same as entry point
Public Transport:	Ferry Public Bus Taxi & Uber, Shebah (Taxi & Uber advised of location) Chartered Coach Service
Shuttle Bus:	Manly Wharf Warringah Mall – to link up with the B Line bus service Gordon Station – via St Ives/Frenches Forest to Manly Existing bus stop outside venue will be utilised – Drop & Go

THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

Uber/Public Drop off & Pick up Zone:

Utilising the existing No Parking area opposite event site (refer TCP)

Parking:

Existing public parking in various locations however we will be reinforcing the message to use public transport.

Road Closures:

NIL

12.2 Other:

Target Hardening:

N/A

Clearways/Signage:

No Special Event Clearways to be installed

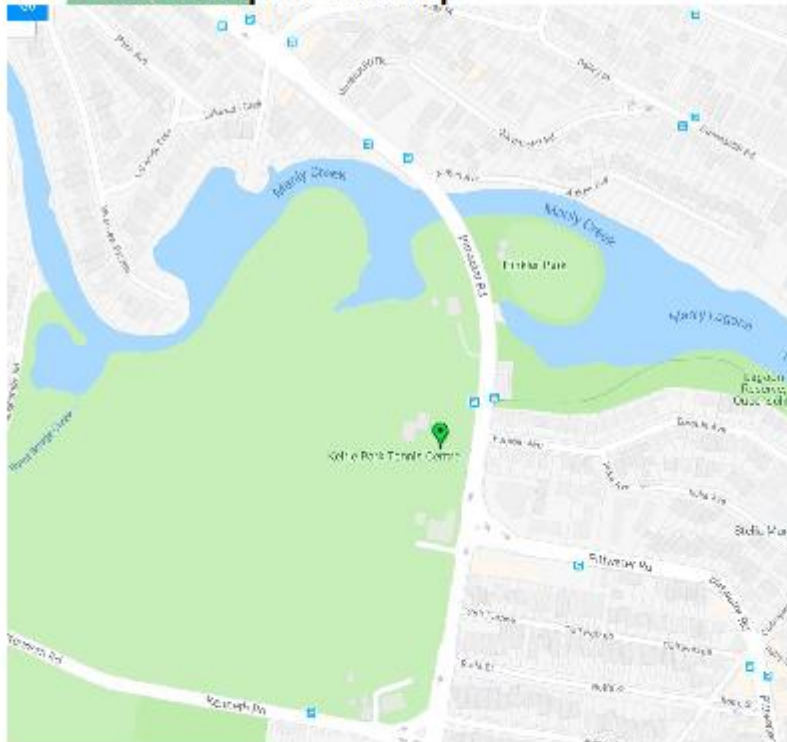
VMS:

4 in total, refer VMS plan

Accreditation:

Accreditation will be available for collection the day prior to the event, on event day no vehicle will be granted access without accreditation unless it has been added into the Approved Vehicle Access List provided by the client. *(for security reasons, a copy of the pass shall NOT be provided in this document as it is of a public nature)*

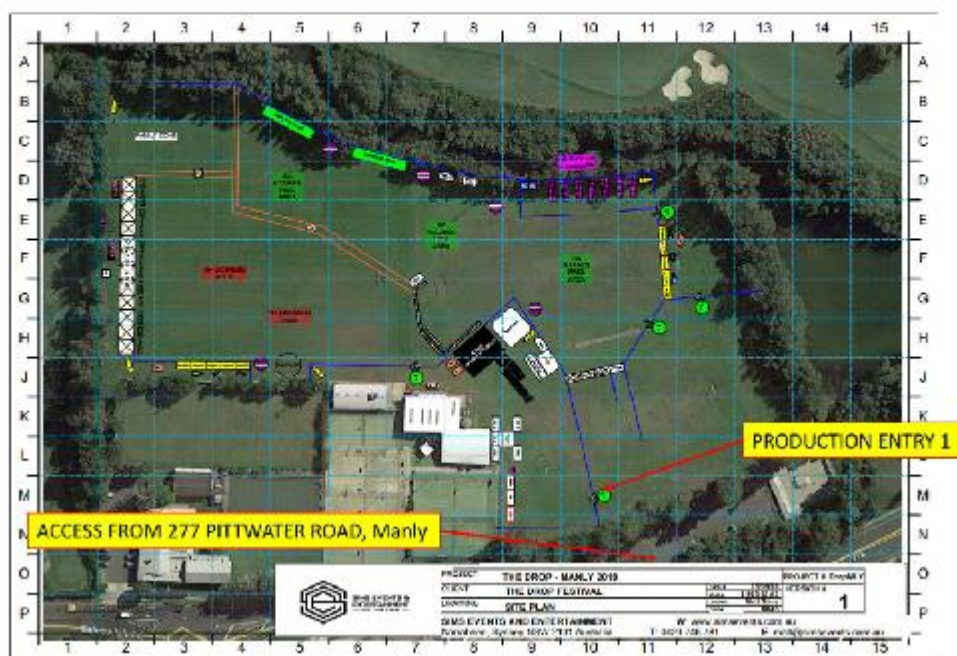
13. Public Transport – Bus Stop



THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

14. Site Production Access



During busy periods drivers will be directed to proceed to roundabout and turn left into the site to minimise any delays.

THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

15. VMS Plan



THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

15.1 VMS Schedule:

VMS 1	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	18/03 – 22/03/19 06:00 – 20:00	Pittwater Road Manly 122m North of Eurobin Ave Facing Southbound Traffic.	SPECIAL EVENT SATURDAY	EXPECT SOME DELAYS	TRUCKS TURNING AHEAD
Message 2	23/03/19 06:00 – 14:30		SPECIAL EVENT TODAY 3PM	EXPECT SOME DELAYS	TRUCKS TURNING AHEAD
Message 3	23/03/19 14:31 – 19:59		DROP OFF ZONE AHEAD ←	THROUGH TRAFFIC	USE RIGHT LANE
Message 4	23/03/19 20:00 – 23:00		PICK UP ZONE AHEAD ←	THROUGH TRAFFIC	USE RIGHT LANE
Message 5	24/03 – 26/03/19 06:00 – 20:00		TRUCKS TURNING AHEAD	REDUCE SPEED	
DEACTIVATE		26/03/2019 when production leaves site.			

VMS 2	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	18/03 – 22/03/19 06:00 – 20:00	Pittwater Road Manly 27m East of Balgowlah Rd Facing Westbound Traffic.	SPECIAL EVENT SATURDAY	KEIRLE PK CARPARK CLOSED	TRUCKS TURNING AHEAD
Message 2	23/03/19 06:00 – 14:30		SPECIAL EVENT TODAY 3PM	KEIRLE PK CARPARK CLOSED	EXPECT SOME DELAYS
Message 3	23/03/19 14:31 – 19:59		SPECIAL EVENT TODAY	REDUCE SPEED	EXPECT SOME DELAYS
Message 4	23/03/19 20:00 – 23:00		HIGH PEDESTRIAN ACTIVITY	REDUCE SPEED	EXPECT SOME DELAYS
Message 5	24/03 – 26/03/19 06:00 – 20:00		TRUCKS TURNING AHEAD	REDUCE SPEED	
DEACTIVATE		26/03/2019 when production leaves site.			

VMS 3	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	23/03/19 06:00 – 14:30	Pittwater Road Manly Just prior to Aitken Ave Facing Southbound Traffic.	SPECIAL EVENT TODAY 3PM	EXPECT SOME DELAYS	TRUCKS TURNING AHEAD
Message 2	23/03/19 14:31 – 19:59		DROP OFF ZONE AHEAD ←	THROUGH TRAFFIC	USE RIGHT LANE
Message 3	23/03/19 20:00 – 23:00		PICK UP ZONE AHEAD ←	THROUGH TRAFFIC	USE RIGHT LANE
DEACTIVATE		23/03/2019 23:01hrs			

THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

VMS 4	ACTIVATION	LOCATION	FRAME 1	FRAME 2	FRAME 3
Message 1	18/03 – 22/03/19	Pittwater Road Manly	CAR PARK CLOSED	EVENT SETUP IN PROGRESS	
Message 2	23/03/19 06:00 – 14:00	Just at entry to Keirle Park.	CAR PARK CLOSED	SPECIAL EVENT TODAY	EXPECT SOME DELAYS
Message 3	23/03/19 14:00 – 20:29		CAR PARK CLOSED	SPECIAL EVENT TODAY	
Message 4	23/03/19 20:30 – 22:30 SPIN VMS		TAXI/UBER & PICKUPS →→	CROSS AT LIGHTS	
Message 5	24/03 – 26/03/19		CAR PARK CLOSED	EVENT PACK UP IN PROGRESS	
DEACTIVATE		26/03/2019 18:00hrs			

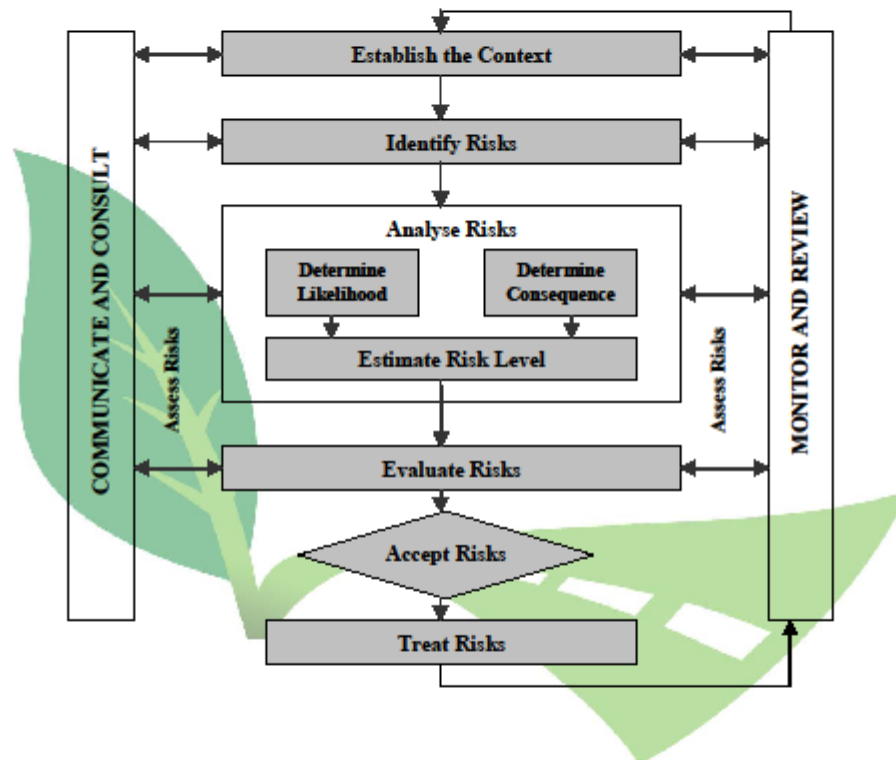
THE DROP MUSIC FESTIVAL 2019

Traffic Management Plan

16. Risk Management

16.1 Risk Management Process

Throughout the Risk Management process, we will link activities to the Australian Standards (AS/NZS 31000:2009). These standards provide a systematic approach to the Risk Management.



16.2 Risk Tolerance

A risk rating determined to be higher than a "low" or a "moderate" level (see: "Risk Assessment Tool" below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a "low" or moderate" level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.



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16.3 Risk Assessment Tool

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that *risk* is subjective and therefore any ratings applied should be considered in this context.

Likelihood	Consequences				
	Insignificant (1) (Minor problem easily handled by normal day to day processes)	Minor (2) (Some disruption possible, e.g. damage equal to \$500k)	Moderate (3) (Significant time/resources required, e.g. damage equal to \$1million)	Major (4) (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (5) (Business survival is at risk damage equal to \$25 Million)
Rare (1) (e.g. <3% chance)	2	3	4	5	6
Unlikely (2) (e.g. between 3% and 10% chance)	3	4	5	6	7
Moderate (3) (e.g. between 10% and 50% chance)	4	5	6	7	8
Likely (4) (e.g. between 50% and 90% chance)	5	6	7	8	9
Almost certain (5) (e.g. >90% chance)	6	7	8	9	10

16.4 Risk Score Evaluation

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted

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Traffic Management Plan

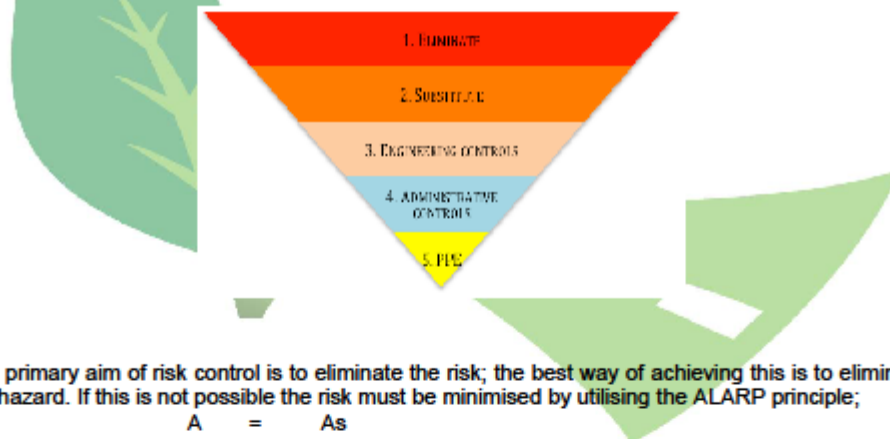
16.5 Risk Treatments

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified it shall be:

1. Eliminated (designed out, completely eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.



The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle;

A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable

HB205:2004 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment [Hierarchy of Controls].

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.

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17. Hazard/Risk Identification & Treatment Plan (RISK REGISTER)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Vehicle/Pedestrian Interaction	Injury to person Death Collision	3	4	H	Vehicle movement during daylight hours, if after hours then lighting tower should be utilised where staff are working. Additional towers installed on main pedestrian routes. First aid onsite during event. All staff should be in hi-vis vest when working around traffic. Orange wands to be utilised by TC's at night.	2	3	M	First aid Event Organiser Traffic Controller All staff
2	Cyclist/Pedestrian Interaction	Injury to person Rider Aggression Impact to general traffic Slip/Trip/Fall	2	3	M	Off road event so should be no cycles in the area. First aid trained person onsite. Existing road network external to event.	2	2	L	All staff Contractors Vendors Event Organiser
3	Patron Overflow	Injury to participants/staff Participant aggravation Driver aggravation Impact to general traffic	2	3	M	Ensure sufficient holding area for anticipated patronage. First aid onsite. Event Management team to oversee queuing areas for patrons attending the event.	2	2	L	All staff Contractors
4	Overcrowding on roads	Injury to participants/staff Participant aggravation General traffic impacts	2	3	M	Tickets normally pre-purchased. Playlists assist with patronage numbers and movement. Event within area closed to public vehicles. Large open space site.	1	2	L	First Aid Event Organiser Police Security
5	Traffic Jam in surrounding area	Driver Aggression due to delays Resident / Local feedback to LGA Pedestrian/Vehicle interaction Bump out delays Breakdowns	2	2	L	Custom TCP's for event. Consultation will relevant stakeholders as part of planning. VMS's utilised to advise drivers of changed conditions.	2	2	L	Police Site Manager LGA
WEATHER RISKS										

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6	Exposure to sun	Sunstroke Sunburn Dehydration	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from organisers office. Sunscreen available to all patrons at first aid. Water available from site office and on event day at alternate source. All workers reminded to use sunscreen and protective clothing. All participants reminded to carry sufficient fluids for the duration of the event. Scheduled breaks for all workers.	2	2	L	First aid Event Organiser Traffic Controller All staff
7	Exposure to Cold	Hypothermia	2	3	M	Thermal first aid sheets in all first aid kits. Medical staff on site during event. Staff to be provided with relevant PPE. Call Emergency Services 000 Ambulance.	1	2	L	Event Organiser First aid Traffic Controller All staff
8	Strong Wind	Flying debris Injury to persons Damage to infrastructure/property	4	4	H	BOM to be monitored throughout event by Event Organiser. All supervisors to be advised of any noteworthy change. Medics/trained first aiders onsite during event, security at other times during bump in & out. If Injury call Emergency Services 000 Ambulance / Police. Existing structures at venue to be checked prior to occupancy.	6	5	M	LGA First Aid Event Organiser Police Traffic Controller
9	Heavy Rain	Slips, Trips, Falls Delay in build & bump out Drowning Electrocution	2	4	M	Supply wet weather gear for crew if required. Medics/trained first aiders onsite during event, security at other times during bump in & out. All electrics to IP65 rated for outdoor use. RCD's in place to ensure electrics safe in rain. Unsafe areas to be barricaded off.	2	2	L	Event Organiser LGA Police All staff
HEALTH RISKS										
10	Medical Emergency	Illness Death Crowd panic Injury to person	2	3	M	Onsite first aid teams to respond to medical issues. Emergency access routes planned and kept clear at all times. Communications to ensure all parties are abreast. Emergency services to be contact 000. Dedicated vehicle entry & exit point for Emergency Services.	2	2	L	Medical Manager Event Organiser
SITE RISKS										
11	Terrorism	Death from act of terrorism Injury to persons from act of terrorism	3	5	H	Police to be consulted re any Target Hardening control measures. Event in location with only access from either side and low gathering or patrons. UP Police onsite during event. Drop off & Taxi zone external to site, no public vehicles within the site during the event phase.	3	2	M	All staff Contractors POLICE
12	Bomb Threat	Panic to patrons Possible Injury as a result of panic Damage to infrastructure/venue Site Evacuation Event cancellation or delay Negative publicity	1	4	M	All staff briefed on emergency procedures. Bomb threat checklist to be kept handy. Public space, local streets all have space available for evacuation. Call Emergency Services 000 Police	1	4	M	All staff Contractors Police Event Organiser
13	Road Subsidence	Participant Injury or Death Vehicular Damage	5	3	M	Venue to check venue prior to event. All staff along the internal roads to be vigilant and monitor surface and report any damage to event organiser.	3	3	M	LGA Event Organiser All staff

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14	Trees	Participant Injury or Death Vehicular Damage Slip/Trip/Fall	2	4	M	Site to be checked for any damaged branches/split trunks and LGA advised. Do not put patrons under hanging/loose branches, if required create exclusion zone. In excessive winds monitor trees for any suspect branches.	2	2	L	All staff Contractors Stallholders/Vendors First Aid Event Organiser LGA
15	Slip/Trip/Falls	Injury to person Lacerations Sprains/Strains	3	2	M	Site inspection to identify hazards & remove/treat same. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary. Site crew to alert Production to any spills/potential slip hazards that may exist. Ensure all electrical cables are out of main pedestrian routes and covered using approved cable trays. Ensure pathways are lit sufficiently on the major pedestrian routes. Install light towers in poorly lit areas. Lighting check should be performed evening before event.	2	2	L	All staff Contractors Event Organiser First Aid
16	Site design inadequate	Bottle necks Crowd congestion Crowd crush	2	3	M	Ensure adequate security numbers on site during event. Monitor crowd movements & trends during event. Ensure site design allows for emergency evacuation. Event is open site with fencing around back of house only. Engage experienced contractors for development of site layout.	2	2	L	Event Organiser Security LGA
17	Fuel Spill on roadway	Contamination of water system Contamination of drainage system Injury to persons	2	3	M	Call Emergency Services 000 or 112 from mobiles (Fire Brigade). Spill kit should be kept onsite.	2	2	L	All staff
MISCELLANEOUS										
18	Lightning	Death Electrocution Injury to person Delay in build & bump out Crowd crush	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Ensure any metals structures i.e. stages are earthed. Consider event cancellation/evacuation. Avoid exposed locations and seek adequate shelter.	1	4	L	All staff Contractors Stallholders Event Organiser
19	Communication Failure & poor reception	Mobile phone network failure Two-way radio failure Poor briefing of staff/contractors Poor transfer of information due to difficulty Battery life reduction	3	2	M	Consultation with all stakeholders to ensure that everyone is aware of correct procedures in case of loss of communications. Monitor/report to security any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier. Backup simplex radios to replace any faulty radios. If using mobile phones turn off 4G & utilise 3G to ensure better communications. Use of Instant messenger apps as backup. Separate radio channels used to break up communications and minimise traffic on each channel. All staff to be briefed on event and provided relevant information to enable them to brief their team. Standard Operating Procedures, Communications Plan.	3	1	L	Telecommunications Provider Two Way Radio Provider Event Organiser Emergency Services

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Traffic Management Plan

18. Consultation & Contacts List

NAME	ORGANISATION
Ken O'Brien	The Drop Music Festival
Pedr Danks	Traffic Plan Professionals Pty Ltd
David Caple	Traffic Plan Professionals Pty Ltd
Matt Sims	SIMS Events & Entertainment
Nino Jelovic	NSW Police – Manly LAC
Patrick Bastawrous	Northern Beaches Council

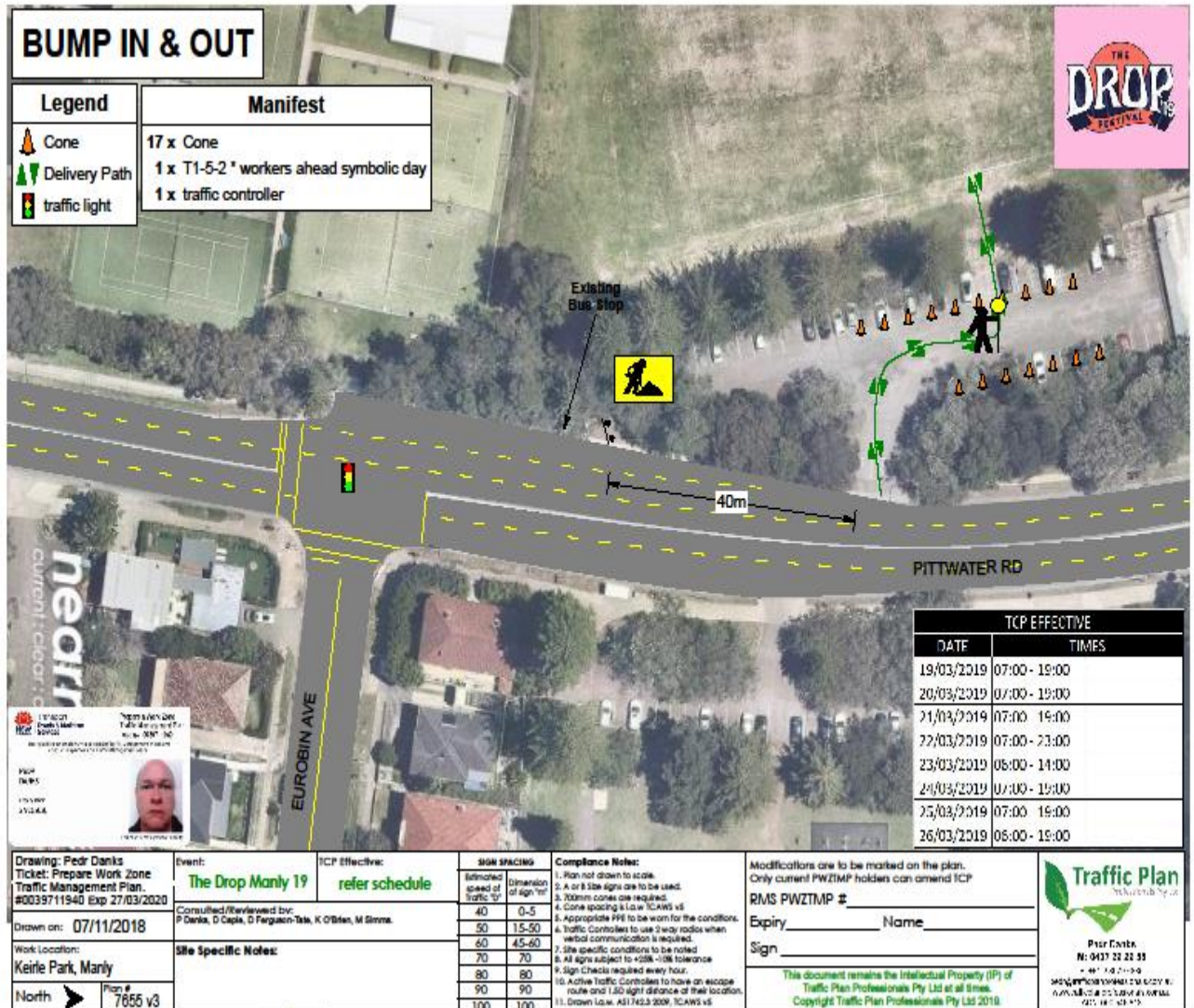
19. Traffic Control Plans

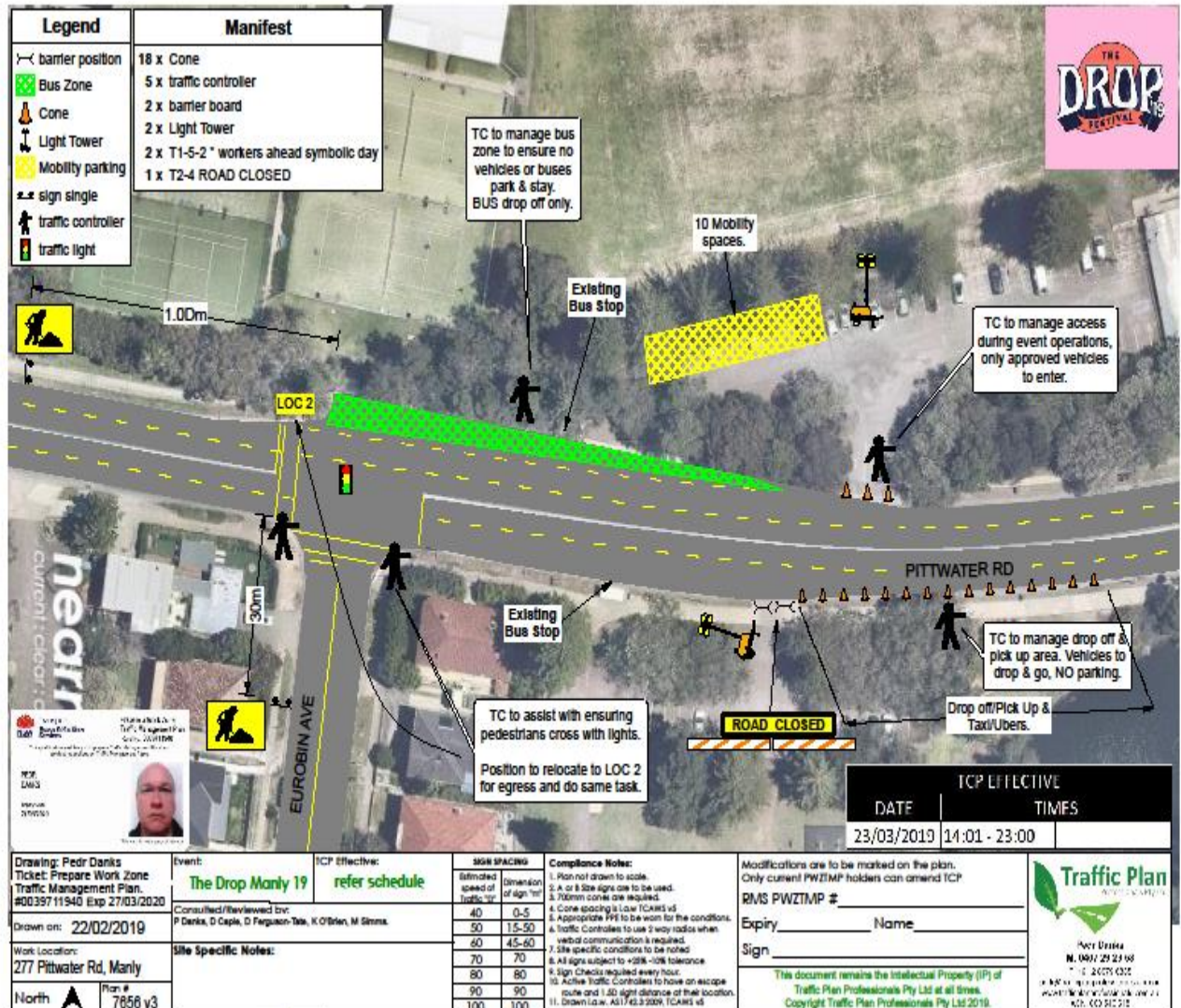
Summary of TCP's attached:

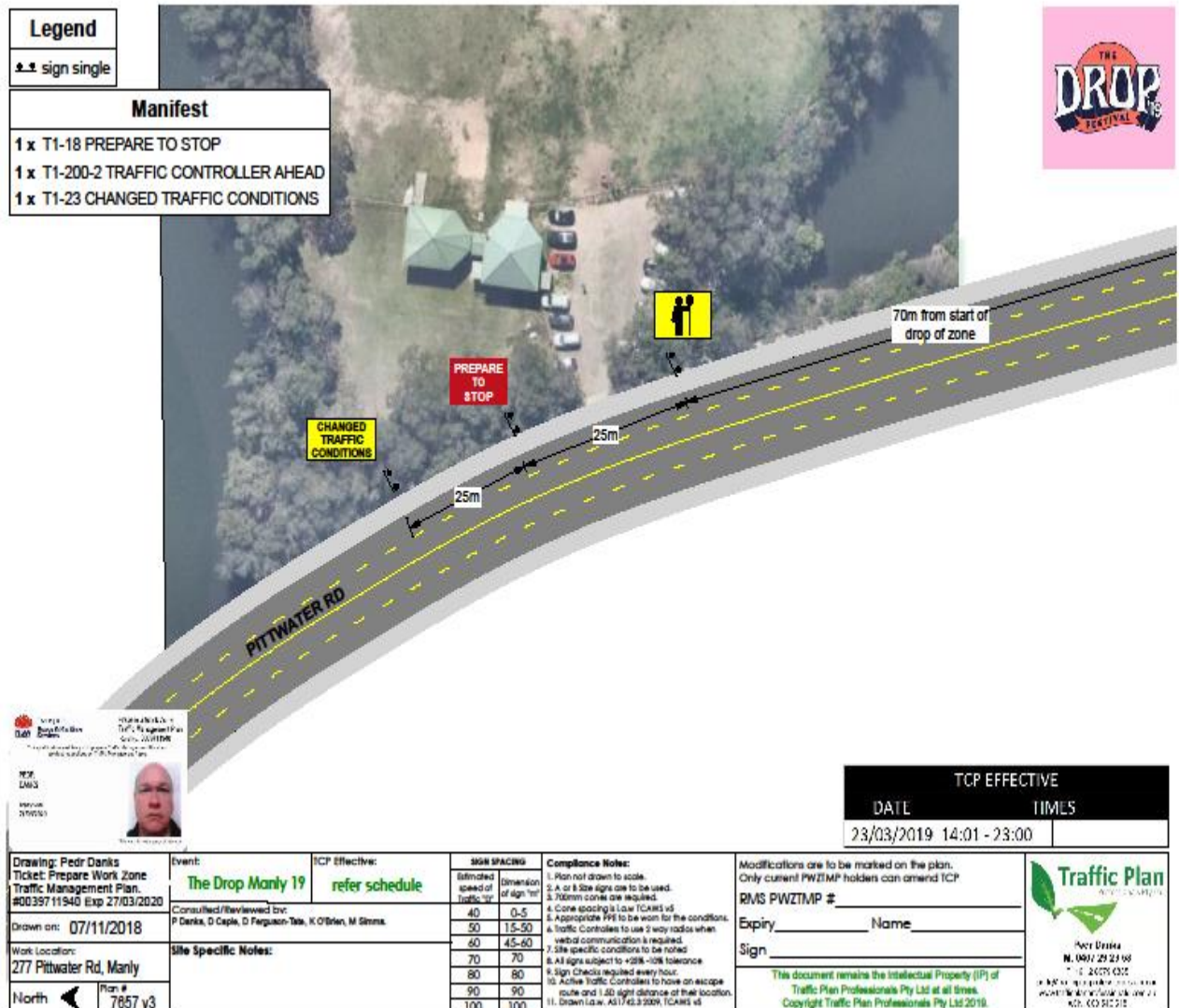
TCP NO:	VER	DESCRIPTION
7655	3	Bump In/Out route
7656	3	Event day setup – Bus Area & drop off/pickup
7657	3	Advance warning signs
7658	3	VMS plan 1
7659	3	VMS plan 2

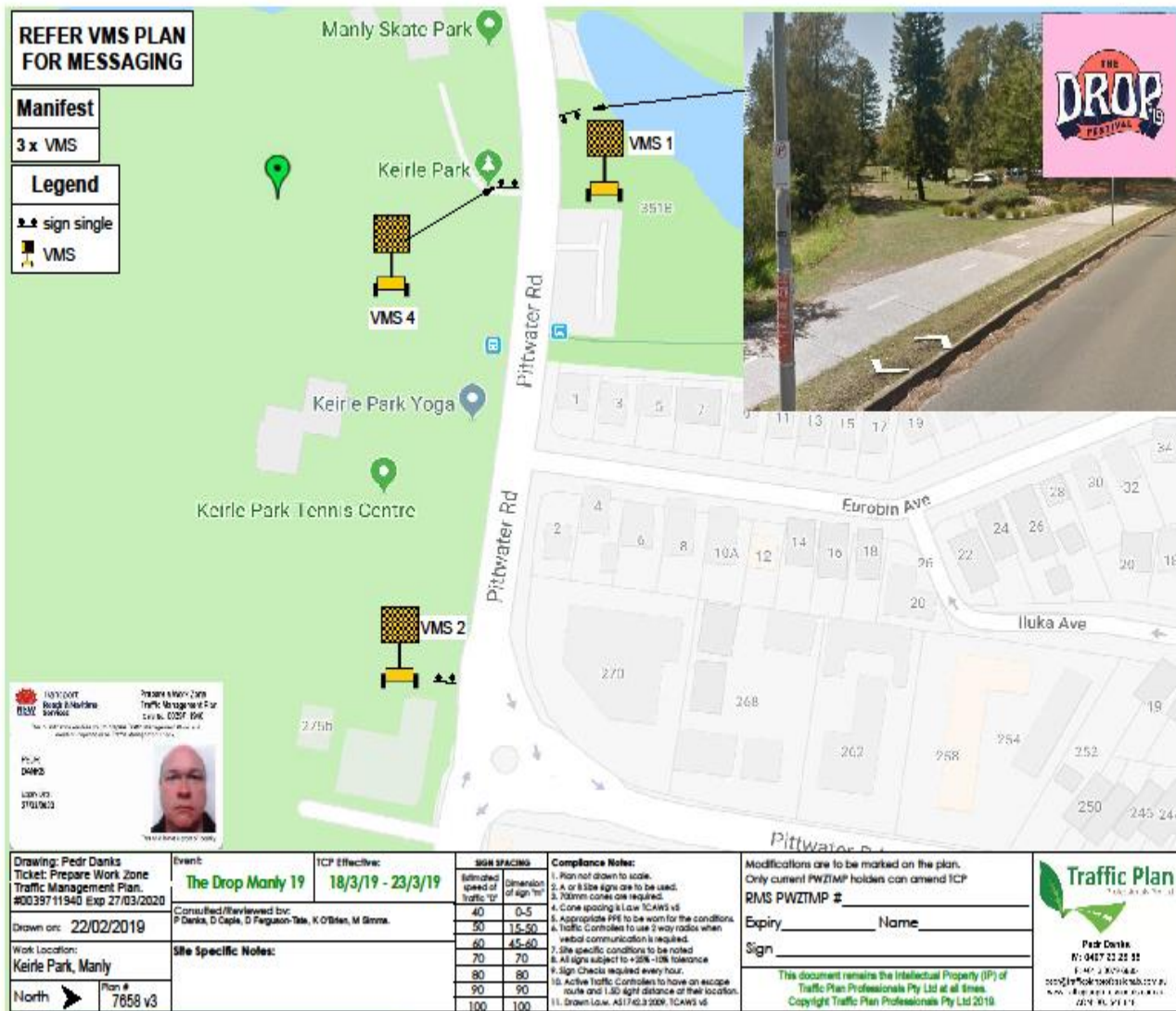
20. Endorsement of TMP

Northern Beaches Council		Date
Sign:	Name:	
L.A.C Manly- NSW Police		Date
Sign:	Name:	
Event Manager		Date
Sign:	Name:	
TMP Consultant – Traffic Plan Professionals Pty Ltd		Date
Sign:	Name: Pedr Danks	











The Drop Festival 2019

Marketing Messaging: Transport / 'Getting There'
Created: Thursday 14th February 2019

Contents

- Key Messaging Inclusions
- Downloadable "Getting there" PDF
- EDM Asset & Information
- Social Media Messaging
- Social Media Schedule (for Manly)
- Website Inclusions

Key Messaging Inclusions & CTA's

- a) Don't Drive - use our buses instead
- b) Reduce emissions & use public transport
- c) Respect our neighbours & leave the festival quietly
- d) Take care of our local environment - and dispose of your rubbish carefully

1. Downloadable "Getting There" PDF

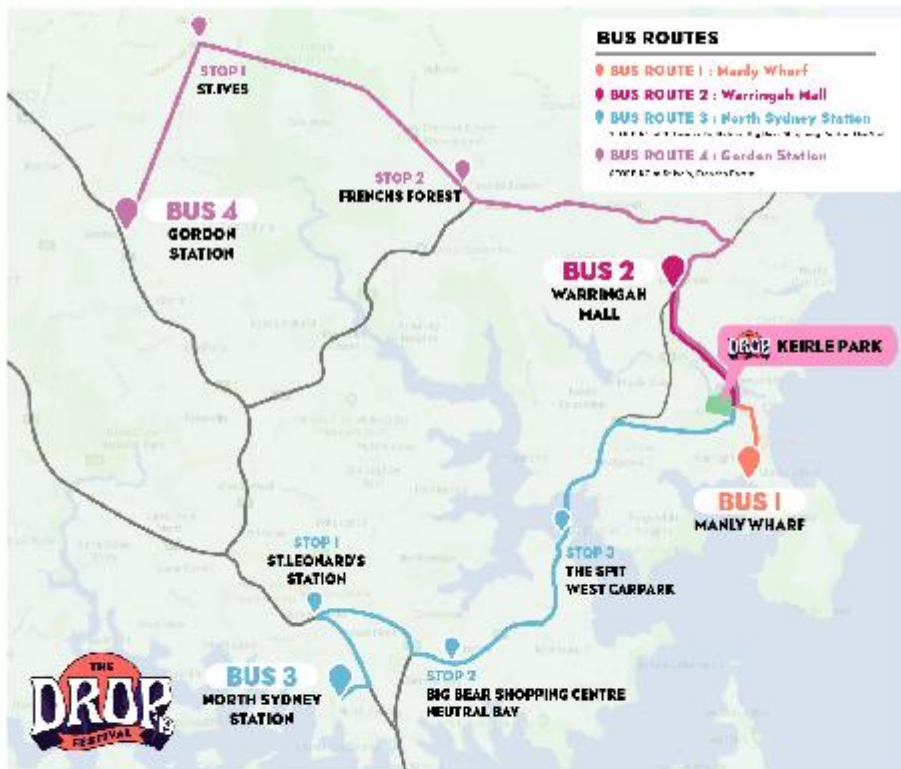
Available via:

- a) The Drop Festival Website: <https://www.thedropfestival.com/info/getting-there>
- b) EDM Inclusion (see attached)
- c) Link on our social media posts – see post copy below

Link to Asset Here:

<https://www.dropbox.com/s/txh7i4v0139sqz5/2.%20Getting%20There%20-%20Manly%202019.pdf?dl=0>

Map Screenshot:



2. EDM Asset

Release Scheduled:

Wednesday 20th February 2019

Recipients: 15,000

To: The Drop Festival Database

Comprising: Manly Geo-Targeted Ticket Buyers & Pre-Sale Campaign
Registrants (Manly & the Northern Beaches)

Link Here:

<https://www.dropbox.com/s/26d9bh4ylcnehav/The%20Drop%20Festival%20Manly%20-%20EDM.pdf?dl=0>

Screenshot:



3. Social Media Messaging

Publish dates, content & tags:

14/2 6PM

"Newy & Manly crew - Festival Bus Timetables Are Here! Check out our website for details 🚌🗓️."

#lovemanly #mynewcastle #thedropfestival2019

20/2 12PM

"Reduce Your Emissions and catch public transport to The Drop in 2019! We love our environment and would love you to help us protect it 🌱🌳."

#cleanupaustralia #thedropfestival2019

27/2 12PM

"The Drop Festival has been created to bring amazing music to your local community & are always stoked that you guys will have us! Please make sure you leave The Drop Festival 2019 quietly, catch the transport provided and be respectful of our neighbours 🤝👏."

#thedropfestival2019


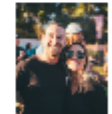

6/3 12PM

"We love our surf, sky & earth - and want you to as well! So please take care of our local environment and dispose of any rubbish properly 🌊🗑️."


#cleanseas #plasticfreeoceans #thedropfestival2019

Screenshots (in advance of release):


1:

<p>Facebook</p>	<p>Info</p>	<p>Hey Mandy! I posted Bus Timetables Are Here! Check out our website for details. https://www.thecouncil.nsw.gov.au/transport</p>	<p>https://www.thecouncil.nsw.gov.au/transport</p>	
<p>Instagram</p>		<p>Hey & Mandy! I posted Bus Timetables Are Here! Check out our website for details. https://www.thecouncil.nsw.gov.au/transport</p>	<p>https://www.thecouncil.nsw.gov.au/transport</p>	
<p>Perchbox</p>		<p>Hey & Mandy! I posted Bus Timetables Are Here! Check out our website for details. https://www.thecouncil.nsw.gov.au/transport</p>	<p>https://www.thecouncil.nsw.gov.au/transport</p>	


2:

<p>Facebook</p>	<p>Info</p>	<p>Reduce Your Emissions and catch public transport in The Drop In 2019! We have our website and social media to help you protect it. https://www.thecouncil.nsw.gov.au/transport</p>	<p>https://www.thecouncil.nsw.gov.au/transport</p>	
<p>Instagram</p>		<p>Reduce Your Emissions and catch public transport in The Drop In 2019! We have our website and social media to help you protect it. https://www.thecouncil.nsw.gov.au/transport</p>	<p>https://www.thecouncil.nsw.gov.au/transport</p>	

3:

<p>Rainbow</p> <p>Instagram</p>	<p>The Drop Festival has been created to bring our community together and to support local businesses. It will have a focus on music, art, food and drink. The Drop Festival will be held on the 1st and 2nd of March 2019. It will be held on the 1st and 2nd of March 2019. It will be held on the 1st and 2nd of March 2019.</p> <p>The Drop Festival has been created to bring our community together and to support local businesses. It will have a focus on music, art, food and drink. The Drop Festival will be held on the 1st and 2nd of March 2019. It will be held on the 1st and 2nd of March 2019. It will be held on the 1st and 2nd of March 2019.</p> <p>March 1st and 2nd 2019</p>	<p>https://www.dropfestival.com.au/</p> <p>https://www.dropfestival.com.au/</p>	
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4:

<p>Instagram</p> <p>Rainbow</p>	<p>We love our sunny day beaches and thank you so much for your support. We will be happy to have you back soon. We will be happy to have you back soon. We will be happy to have you back soon.</p> <p>We love our sunny day beaches and thank you so much for your support. We will be happy to have you back soon. We will be happy to have you back soon. We will be happy to have you back soon.</p>	<p>https://www.dropfestival.com.au/</p> <p>https://www.dropfestival.com.au/</p>	
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4. Website Inclusions

a) News Piece

Published date: Thursday 14th February 2019

Link:

<https://www.thedropfestival.com/news/newcastle-and-manly-heres-how-to-get-to-and-from-the-festival-locations/>

Copy:

" Newcastle & Manly we can't wait to see you all in only a few weeks! Here's how to get to & from the Festival locations

We are excited that both Newcastle and Manly are only weeks away! We know that your festival outfit may seem like the most important thing to organise right now but we wanted to make sure you know how to actually get to all festival locations. Transport information is now available online here, this includes timetables for buses provided by us to ensure your safe arrival and departure to The Drop 2019.

So why not reduce your carbon emissions on the day and catch public transport to the festival sites, you can pre-purchase tickets at highly discounted rates - for these buses from Wednesday 20th February via our website.

The Drop Festival has been created to bring amazing music to your local community & are always stoked that you guys will have us! Please make sure you leave The Drop Festival 2019 quietly, catch the transport provided and be respectful of our neighbours.

Finally, but most importantly we love our local surf, sky & earth - and want you to as well! So please take care of our planet and dispose of any rubbish properly at all festival locations. "



b) Getting There - site page (Manly)

Link Here: <https://www.thedropfestival.com/info/getting-there/manly>

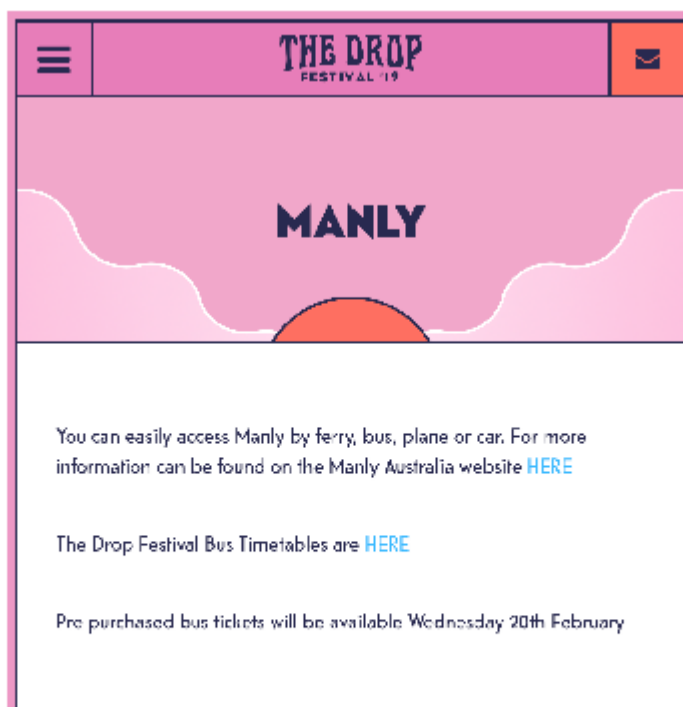
Individual Transport Information pages per each location
Inclusive of:

- i. Informational Summary
- ii. "Getting There" local bus timetable maps

link: <https://www.dropbox.com/s/bdh7j4v0139sqz5/2.%20Getting%20There%20-%20Manly%202019.pdf?dl=0>

inclusive of timetables, bus stop locations & fare pricing

- iii. "Buy Tickets" link to our Eventbrite Ticketing page, specifically created to encourage early uptake of ticket purchases by offering highly discounted fare tickets when paid in advance. Buy Tickets (link published) available from Wednesday 20th February 2019.



5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/087263
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 Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
Novati Constructions Pty Ltd	37-43 Federal Parade BROOKVALE NSW 2100	Length: 30 M Time: 7:00am - 5:00pm Mon - Fri 8:00am - 1:00pm Saturday	02 January 2019 – 22 May 2019
Novati Constructions Pty Ltd	33 Consul Road BROOKVALE NSW 2100	Length: 12.5 M Time: 7:00am - 5:00pm Mon - Fri 8:00am - 1:00pm Saturday	02 January 2019 – 22 May 2019
PBS Building (NSW) Pty Ltd	Lot 1/ Veterans Parade NARRABEEN NSW 2101	Length: 20 M Time: 7:00am - 5:00pm Mon - Fri 8:00am - 1:00pm Saturday	14 January 2019 – 13 January 2020
Lyon Developments Pty Ltd	94 Soldiers Avenue FRESHWATER NSW 2096	Length: 15 M Time: 7:00am - 5:00pm Mon - Fri 8:00am - 1:00pm Saturday	14 February 2019 – 06 June 2019

RECOMMENDATION TO TRAFFIC COMMITTEE

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